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Announcement

CFR SUPPLEMENTS

(As of January 1, 1960)

The following Supplement is now available:

Title 50 ..... $0.70

Previously announced: Title 3 ($0.60); Titles 4–5 ($1.00); Title 7, Parts 1–50 ($0.45); Parts 51–52 ($0.45); Parts 53–209 ($0.40); Title 8 ($0.40); Title 9 ($0.35); Titles 10–13 ($0.50); Title 18 ($0.55); Title 20 ($1.25); Titles 22–23 ($0.45); Title 25 ($0.45); Title 26 (1939), Parts 1–79 ($0.40); Parts 80–169 ($0.35); Parts 170–182 ($0.35); Parts 300 to End ($0.40); Title 26, Part 1 (§§ 1.01–1.499) ($1.75); Parts 1 (§ 1.500 to End)–19 ($2.25); Parts 20–169 ($1.75); Parts 170–221 ($2.25); Part 300 to End ($1.25); Titles 28–29 ($1.75); Titles 30–31 ($0.50); Title 32, Parts 700–799 ($1.00); Parts 800–999, Revised ($3.75); Part 1100 to End ($0.60); Title 33 ($1.75); Title 36, Revised ($3.00); Title 38 ($1.00); Title 43 ($1.00); Title 46, Parts 1–145 ($1.00); Parts 146–149, Revised ($6.00); Part 150 to End ($0.65); Title 47, Parts 1–29 ($1.00); Part 30 to End ($0.30); Title 49, Parts 1–70 ($1.75); Parts 91–164 ($0.45); Part 165 to End ($1.00).

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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Treasury Department

Effective upon publication in the FEDERAL REGISTER, paragraph (a) of § 6.203 is amended as set out below.

§ 6.203 **Treasury Department.**

(a) Positions of Deputy Comptroller of the Currency, Chief National Bank Examiner, Assistant Chief National Bank Examiner, District Chief National Bank Examiner, National Bank Examiner, and Assistant National Bank Examiner, whose salaries are paid from assessments against national banks and other financial institutions.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant.

[F.R. Doc. 60-4004; Filed, May 3, 1960; 8:47 a.m.]

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Valencia Orange Reg. 194; Amdt. 1]

PART 922 — VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement and Order No. 22, as amended (7 CFR Part 922), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Valencia Orange Administrative Committee, established under the said marketing agreement and order, as amended, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges as hereinafter provided will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (60 Stat. 237; 5 U.S.C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Valencia oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b) (1) (i) of § 922.494 (Valencia Orange Regulation 194, 25 F.R. 3549) are hereby amended to read as follows:

(i) District 1: 400,000 cartons.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: April 29, 1960.

S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 60-3998; Filed, May 3, 1960; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 365; Amdt. 26-1]

PART 26—CONTROL TOWER OPERATOR CERTIFICATES

Traffic Control Procedures

Part 26 of the Civil Air Regulations provides, among other things, for the basic knowledge and experience requirements for the issuance of air traffic control tower operator certificates. Sections 26.26 and 26.26-1 provide that certificated air traffic control tower operators shall control traffic in accordance with procedures prescribed by the Administrator in Part 617.

Part 617 provides a detailed description of such procedures. These procedures are, in essence, a duplication of the procedures contained in Part 3 of the Army-Navy-Air Force-Federal Aviation Agency Procedures for the Control of Air Traffic (ANC/PCAT) Manual.

The ANC/PCAT Manual has been and is recognized as the principal air traffic control procedures document, and little, if any, use is made of the material provided in Part 617. To provide a single, official source of all air traffic control procedures and to eliminate the administrative task involved in the maintenance of two documents, it is deemed advisable and in the best interest of the public to rescind Part 617, and this is being accomplished in a complementary action.

To conform Part 26 to the rescission of Part 617, § 26.26 is being amended to delete a cross reference to Part 617. In addition, the appropriate manuals of the Federal Aviation Agency are established as the official source for the procedures and practices to be employed by a certificated air traffic control tower operator. A substitute note reflects the proper source of material concerning these procedures. An editorial amendment to this section has also been made to update the reference to an air route traffic control center. Section 26.26-1 is being eliminated, since this section will no longer be required.

Inasmuch as these amendments impose no additional burden upon any person, compliance with the notice and procedure requirements of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, Part 26 (14 CFR Part 26) is hereby amended as follows:

1. By amending § 26.26 to read as follows:

§ 26.26 **Exercise of authority.**

A certificated air traffic control tower operator shall control traffic in accordance with the procedures and practices as prescribed in the appropriate air traffic control manuals of the Federal Aviation Agency to provide for the safe, orderly and expeditious flow of air traffic in accordance with the following requirements:

(a) When weather conditions are equal to or better than the basic minimums prescribed for VFR flight by Part 60 of this subchapter, air traffic may be controlled by an operator with either a junior or senior rating for the airport involved: *Provided,* That where the volume or character of the air traffic, the type and equipment of aircraft utilizing the airport, or the airport facilities require that an operator with a junior rating be supervised, all air traffic at such airport shall be controlled under the supervision of an operator with a senior rating.

(b) When weather conditions are below the basic minimums prescribed for VFR flight by Part 60 of this subchapter, air traffic shall be controlled by an operator with a senior rating, and such operator shall not issue an air traffic clearance for flight without prior authorization from the appropriate air route traffic control center.

(c) In an emergency an operator with a senior rating may delegate his authority to an operator with a junior rating.

NOTE: Information regarding the appropriate air traffic control manuals of the Federal Aviation Agency may be obtained from any Federal Aviation Agency Air Traffic Control facility, any Federal Aviation Agency Regional Office, or by writing to:

Federal Aviation Agency, Bureau of Air Traffic Management, 1711 New York Avenue, Washington 25, D.C.

§ 26.26–1 [Rescission]

2. By rescinding § 26.26–1.

This amendment shall become effective thirty days after publication in the FEDERAL REGISTER.

(Secs. 313(a), 307, 602; 72 Stat. 752, 749, 776; 49 U.S.C. 1354(a), 1348, 1422)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60–3983; Filed, May 3, 1960; 8:45 a.m.]

[Reg. Docket No. 367; Amdt. 40–26]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

Frequency of Pilot Line Checks

Section 40.302(a) of the Civil Air Regulations presently requires in part that a pilot shall satisfactorily accomplish a line check prior to serving as pilot in command and at least once each 12 months thereafter. This has normally been termed within the industry as the annual or yearly line check for the pilot in command.

By letter dated February 9, 1960, the Air Transport Association of America, on behalf of its member air carriers, recommended that the time interval between line checks be specified in the same manner as Civil Air Regulations Amendments 40–19 and 41–26, which clarified the time intervals between proficiency checks. The ATA advises that such a clarification will simplify recordkeeping and administration of the line check in the same way that the proficiency check requirements have been simplified.

The FAA has considered the foregoing recommendation and believes that the requirements with respect to the frequency of pilot line checks should be amended to provide the clarification requested and to make such requirements consistent with the frequency requirements for pilot proficiency checks.

Since this regulatory action imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 40 of the Civil Air Regulations (14 CFR Part 40, as amended) is hereby amended as follows, effective June 1, 1960:

Amend § 40.302(a) by inserting after the first sentence two new sentences to read as follows: "The line check may be given at any time during the month preceding or following the month in which it becomes due. The effective date of the check, if given within the preceding or following month, shall be the same as if given within the month in which it became due."

(Secs. 313(a), 601, 604, 72 Stat. 752, 775, 778, 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60–4007; Filed, May 3, 1960; 8:48 a.m.]

[Reg. Docket No. 368; Amdt. 41–33]

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

Frequency of Pilot Line Checks

Section 41.53j(a) of the Civil Air Regulations presently requires in part that a pilot shall satisfactorily accomplish a line check prior to serving as pilot in command and at least once each 12 months thereafter. This has normally been termed within the industry as the annual or yearly line check for the pilot in command.

By letter dated February 9, 1960, the Air Transport Association of America, on behalf of its member air carriers, recommended that the time interval between line checks be specified in the same manner as Civil Air Regulations Amendments 40–19 and 41–26, which clarified the time intervals between proficiency checks. The ATA advises that such a clarification will simplify recordkeeping and administration of the line check in the same way that the proficiency check requirements have been simplified.

The FAA has considered the foregoing recommendation and believes that the requirements with respect to the frequency of pilot line checks should be amended to provide the clarification requested and to make such requirements consistent with the frequency requirements for pilot proficiency checks.

Since this regulatory action imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) is hereby amended as follows, effective June 1, 1960:

Amend § 41.53j(a) by inserting after the first sentence two new sentences to read as follows: "The line check may be given at any time during the month preceding or following the month in which it becomes due. The effective date of the check, if given within the preceding or following month, shall be the same as if given within the month in which it became due."

(Secs. 313(a), 601, 604, 72 Stat. 752, 775, 778, 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60–4008; Filed, May 3, 1960; 8:48 a.m.]

[Reg. Docket No. 369; Amdt. 46–3]

PART 46—SCHEDULED AIR CARRIER HELICOPTER CERTIFICATION AND OPERATION RULES

Frequency of Pilot Line Checks

Section 46.302(a) of the Civil Air Regulations presently requires in part that a pilot shall satisfactorily accomplish a line check prior to serving as pilot in command and at least once each 12 months thereafter. This has normally been termed within the industry as the annual or yearly line check for the pilot in command.

By letter dated February 9, 1960, the Air Transport Association of America, on behalf of its member air carriers, recommended that the time interval between line checks be specified in the same manner as Civil Air Regulations Amendments 40–19 and 41–26 which clarified the time intervals between proficiency checks. The ATA advises that such a clarification will simplify recordkeeping and administration of the line check in the same way that the proficiency check requirements have been simplified.

The FAA has considered the foregoing recommendation and believes that the requirements with respect to the frequency of pilot line checks should be amended to provide the clarification requested and to make such requirements consistent with the frequency requirements for pilot proficiency checks.

Since this regulatory action imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 46 of the Civil Air Regulations (14 CFR Part 46, as amended) is hereby amended as follows, effective June 1, 1960:

Amend § 46.302(a) by inserting after the first sentence two new sentences to read as follows: "The line check may be given at any time during the month preceding or following the month in which it becomes due. The effective date of the check, if given within the preceding or following month, shall be the same as if given within the month in which it became due."

(Secs. 313(a), 601, 604, 72 Stat. 752, 775, 778, 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60–4009; Filed, May 3, 1960; 8:48 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 359; Amdt. 139]

PART 507—AIRWORTHINESS DIRECTIVES

Lockheed 1049 C, D, E, G, and H Aircraft

Amendment 110, Part 507, regulations of the Administrator, 25 F.R. 1908, refers to an acceptable thermal coating as Lockheed PTI No. 209. Therefore, Amendment 110 is being revised to correctly identify the coating and the application process. Since this amendment is minor in nature, notice and public procedure hereon are unnecessary and the amendment may be made effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing § 507.10(a) (14 CFR Part 507), is amended as follows:

Amendment 110, Lockheed 1049 C, D, E, G, and H airplanes as it appeared in 25 F.R. 1908, is revised by changing item (3) to read as follows:

(3) Coat both inside and outside of the present aluminum doors with a material that will withstand a flame of 2000° F. for 15 minutes. Product Techniques Inc. coating PT-209, 0.015 inch thick on each side of the doors, is considered satisfactory when applied in accordance with PTI Process Specification PTP 40-22.

This amendment shall become effective upon date of publication in the FEDERAL REGISTER.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60-3985; Filed, May 3, 1960; 8:45 a.m.]

[Reg. Docket No. 360; Amdt. 140]

PART 507—AIRWORTHINESS DIRECTIVES

Vertol 44 Series Helicopters

Amendment 68, Part 507, regulations of the Administrator, 24 F.R. 10192 (AD 59-25-2), required daily inspection of the main rotor blades of Vertol 44 Series helicopters and specified retirement times for the blades. Service experience has shown the daily inspection to be unnecessary. Also, the manufacturer has developed a procedure for reworking the rotor blades to eliminate the service life restrictions. Accordingly, Amendment 68 is being superseded by a new directive which incorporates these provisions.

Since this amendment relieves operators of these helicopters from the unnecessary burden of compliance with the daily inspection requirements of AD 59-25-2 and provides a means for the elimination of the service life restrictions, notice and public procedure hereon are unnecessary, and the amendment may be made effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing § 507.10(a) (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

VERTOL. Applies to all Vertol 44 Series helicopters.

Compliance required as indicated.

All forward rotor blades P/N 42R1002-9, -13, -15, -19, -90, -130, -131, -132, -150, and -152 must be retired at 800 hours of service time. All forward rotor blades P/N 42R1002-137 and -139 and all aft rotor blades P/N 42R1002-2, -4, -20, and -40 must be retired at 1,350 hours of service time.

When the above blades are modified to 42R1002-42, -133, or -135 the provisions of this airworthiness directive no longer apply.

This supersedes AD 59-25-2.

This amendment shall become effective upon date of publication in the FEDERAL REGISTER.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60-3986; Filed, May 3, 1960; 8:45 a.m.]

[Reg. Docket No. 302; Amdt. 141]

PART 507—AIRWORTHINESS DIRECTIVES

Martin 202, 202A, and 404 Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection, replacement and rework of the nose landing gear torsion link on Martin 202, 202A, and 404 aircraft was published in 25 F.R. 2060.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing § 507.10(a) (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

MARTIN. Applies to all Models 202, 202A and 404 airplanes.

Compliance required as indicated.

Fatigue failures have occurred on the upper nose gear torque arm, P/N 511653. These failures were approximately 3 inches aft of the safety pin, P/N AN 416-1, which connects the lower torque arm, P/N 511650, to the upper torque arm. As a result of investigation of these failures, the following shall be accomplished prior to June 1, 1960:

(a) Unless already accomplished, rework torque arms, P/N's 511650 and 511653, by increasing the 0.125-inch radius, where the arm tapers to the narrow section at the aft end, to 0.25 inch.

(b) Visually inspect for cracks, using a 10-power magnifying glass or equivalent, the areas on the nose landing gear upper and lower torque arms at all radii near the apex of each torque arm. If crack indications are found, reinspect the above area using dye penetrant or equivalent. Torque arms with cracks must be replaced prior to further flight.

(c) Visually inspect for and remove any nicks or dents in the radius described in (a).

(d) Inspect the scissor disconnect bolt safety pin, P/N AN 416-1, for proper overhang to prevent opening. Safety pins with less than ¼-inch overhang shall be replaced prior to further flight.

(e) Repeat inspections (b) and (c) at intervals not to exceed 320 hours time in service and inspection (d) at each safety pin installation.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60-3987; Filed, May 3, 1960; 8:45 a.m.]

[Reg. Docket No. 336; Amdt. 142]

PART 507—AIRWORTHINESS DIRECTIVES

Wright TC18DA and TC18EA Series Engines

Subsequent to adoption of Amendment 115, 25 F.R. 2255, amending Amendment 35, 24 F.R. 6835, Part 507, regulations of the Administrator, by extending the compliance date for inspection and modification of certain Wright TC18DA and TC18EA Series engines, it was determined that TC18EA1 Series engines should also be included since some of these engines would not reach an overhaul period by March 31, 1960. Accordingly, to relieve operators of the burden of reworking the TC18EA1 Series engines prior to an established overhaul period, an amendment to supersede Amendment 115 was adopted on March 31, 1960, and made effective immediately as to all known operators of aircraft with TC18EA1 Series engines installed, by individual telegrams dated March 31, 1960. Since this amendment grants relief and imposes no additional burden on any person, notice and public procedure thereon are unnecessary and it may be made effective immediately as to all other persons. It is hereby published as an amendment to § 507.10(a), (14 CFR Part 507), superseding Amendment 115, and shall become effective upon the date of its publication in the FEDERAL REGISTER.

Amendment 35, AD 59-17-1 Wright TC18DA and TC18EA Series engines as it appeared in 24 F.R. 6835 is revised by changing the compliance statement to read as follows:

Compliance required as follows: Engine Model TC18EA2—Not later than October 1, 1959. All other EA Series Models and TC18DA Series—At the first overhaul after October 15, 1959, but not later than March 31, 1960, except TC18DA2, TC18DA3, TC18DA4, TC18EA1, TC18EA3, and TC18EA6 engines not later than July 31, 1960.

This supersedes Amendment 115, 25 F.R. 2255.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60-3988; Filed, May 3, 1960; 8:45 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 60-WA-20]

PART 602—ESTABLISHMENT OF CODED JET ROUTES AND NAVIGATIONAL AIDS IN THE CONTINENTAL CONTROL AREA

Revocation of Coded Jet Route

On March 1, 1960, a notice of proposed rule making was published in the FEDERAL REGISTER (25 F.R. 1805) stating that the Federal Aviation Agency proposed to revoke L/MF jet route No. 18 in its entirety.

No adverse comments were received regarding this proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore,

pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) and for the reasons stated in the notice, Part 602 (14 CFR, 1958 Supp., Part 602) is amended as follows:

Section 602.118 *L/MF jet route No. 18 (Seattle, Wash., to Sault Ste. Marie, Mich.)* is revoked.

This amendment shall become effective 0001 e.s.t. June 30, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on April 27, 1960.

GEORGE S. CASSADY,
Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60-3989; Filed, May 3, 1960; 8:45 a.m.]

[Reg. Docket No. 366]

PART 617—AIR TRAFFIC RULES

Rescission of Part

Part 26 of the Civil Air Regulations provides, among other things, for the basic knowledge and experience requirements for the issuance of air traffic control tower operator certificates. Sections 26.26 and 26.26–1 provide that certificated air traffic control tower operators shall control traffic in accordance with procedures prescribed by the Administrator in Part 617.

Part 617 provides a detailed description of such procedures. These procedures are, in essence, a duplication of the procedures contained in Part 3 of the Army-Navy-Air Force-Federal Aviation Agency Procedures for the Control of Air Traffic (ANC/PCAT) Manual.

The ANC/PCAT Manual has been and is recognized as the principal air traffic control procedures document, and little, if any, use is made of the material provided in Part 617. To provide a single, official source of all air traffic control procedures and to eliminate the administrative task involved in the maintenance of two documents, it is deemed advisable and in the best interest of the public to rescind Part 617. Appropriate concurrent action is being taken to amend Part 26 consistent with the rescission adopted herein.

Since the rescission of Part 617 imposes no additional burden upon any person, and since the provisions of the Part are apparent in the ANC/PCAT Manual, compliance with the notice and procedure requirement of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, Part 617 (14 CFR Part 617) is hereby rescinded.

This rescission shall become effective thirty days after publication in the FEDERAL REGISTER.

(Secs. 313(a), 307; 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348)

Issued in Washington, D.C., on April 27, 1960.

E. R. QUESADA,
Administrator.

[F.R. Doc. 60-3984; Filed, May 3, 1960; 8:45 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS

[9th Gen. Rev., Export Reg., Amdt. 34]

PART 381—ENFORCEMENT PROVISIONS

Transactions With Persons Subject to Denial Orders

Section 381.10 *Transactions with persons subject to denial orders* is amended to read as follows:

§ 381.10 Transactions with persons subject to denial orders.

(a) *Prohibited activities.* Without prior disclosure of the facts to, and specific authorization of the Bureau of Foreign Commerce, no person, with knowledge that another person is then subject to an order revoking or denying his export privileges or is then excluded from practice before the Bureau of Foreign Commerce, directly or indirectly in any manner or capacity, (1) may apply for, obtain or use any license, shipper's export declaration, bill of lading, or other export control document relating to an exportation or reexportation of commodities or technical data by, to, or for such person denied export privileges; or (2) may order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in, any exportation or reexportation of any commodity or technical data exported or to be exported from the United States, whereby such person denied export privileges may obtain any benefit therefrom or have any interest therein, directly or indirectly.

(b) *Definition of "Person denied export privileges."* For the purpose of this section, the term "person denied export privileges" is defined to include:

(1) Any person, firm, corporation, or other business organization whose export privileges are revoked or denied by any order of the Bureau of Foreign Commerce or who is excluded by such order from practice before the Bureau of Foreign Commerce; and

(2) Any other person, firm, corporation, or other business organization also denied export privileges or excluded from practice because of his or its relationship to such person denied export privileges through affiliation, ownership, control, position of responsibility or other like connection in the conduct of trade involving exports from the United States or services connected therewith during the period of such order, and whether or not named in such order.

NOTE: Orders of the Bureau of Foreign Commerce which revoke or deny the export privileges of any person or which exclude any person from practice before the Bureau of Foreign Commerce provide that the terms and prohibitions of such orders apply not only to the persons expressly named therein but also, for the purpose of preventing evasion, to any other person, firm, corporation, or other business organization with which such person may then or thereafter (during the term of the order) be related by affiliation, ownership, control, position of responsibility or other like connection in the conduct of trade involving exports from the United States or services connected therewith. See §§ 382.1 and 384.2 of this chapter, and § 382.51, Supplement 1, of this chapter, "Table of Denial and Probation Orders." This table contains orders issued by the Bureau of Foreign Commerce which currently deny export privileges and/or place the person or firm on probation. This list contains the names and addresses of such persons, the effective and expiration dates of the orders, a brief summary of the export privileges affected, and the citations to the volumes and pages of the FEDERAL REGISTER where complete texts of the orders are published. The publication of such orders in the FEDERAL REGISTER constitutes legal notice of the terms thereof to all persons.

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023. E.O. 9630, 10 F.R. 12245, 3 CFR, 1945 Supp., E.O. 9919, 13 F.R. 59, 3 CFR, 1948 Supp.)

LORING K. MACY,
Director, Bureau of Foreign Commerce.

[F.R. Doc. 60-3995; Filed, May 3, 1960; 8:46 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Housing and Home Finance Agency

MISCELLANEOUS AMENDMENTS TO CHAPTER

The following miscellaneous amendments have been made to this chapter:

SUBCHAPTER C—MUTUAL MORTGAGE INSURANCE AND SERVICEMEN'S MORTGAGE INSURANCE

PART 221—MUTUAL MORTGAGE INSURANCE; ELIGIBILITY REQUIREMENTS OF MORTGAGE COVERING ONE- TO FOUR-FAMILY DWELLINGS

In § 221.17(a) subparagraphs (2) and (3) are amended to read as follows:

§ 221.17 Maximum mortgage amounts.

(a) *Occupant mortgagors.*

* * * * *

(2) 97 percent of $13,500 of the appraised value of the property, as of the date the mortgage is accepted for insurance, and 90 percent of such value in excess of $13,500 but not in excess of $18,000, and 70 percent of such value in excess of $18,000, if:

(i) The dwelling was approved for insurance by the Commissioner prior to the beginning of construction; or

(ii) Construction was completed more than one year preceding the date of the application for insurance; or

(iii) The dwelling was approved for guaranty, insurance, or direct loan by the Administrator of Veterans Affairs prior to the beginning of construction.

(3) 90 percent of $18,000 of the appraised value of the property, as of the

date the mortgage is accepted for insurance, and 70 percent of such value in excess of $18,000, if the dwelling does not meet the requirements of subparagraph (2) of this paragraph.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interprets or applies sec. 203, 52 Stat. 10, as amended; 12 U.S.C. 1709)

SUBCHAPTER F—URBAN RENEWAL AND NEIGHBORHOOD CONSERVATION HOUSING INSURANCE

PART 261—URBAN RENEWAL INSURANCE; ELIGIBILITY REQUIREMENTS OF MORTGAGE COVERING ONE- TO ELEVEN-FAMILY DWELLINGS

In § 261.7 paragraph (a) is amended to read as follows:

§ 261.7 Maximum mortgage amounts—loan-to-value limitation.

(a) *Occupant mortgagors.* Where the mortgagor is the occupant of the property, the mortgage shall be in an amount not in excess of:

(1) 97 percent of $13,500 of the Commissioner's estimate of the replacement cost of the property as of the date the mortgage is accepted for insurance, and 90 percent of such cost in excess of $13,500 but not in excess of $18,000 and 70 percent of such cost in excess of $18,000, if the application for insurance is for construction of a proposed dwelling which is approved for insurance prior to the beginning of construction; or

(2) 97 percent of $13,500 of the Commissioner's estimate of the appraised value of the property as of the date the mortgage is accepted for insurance, and 90 percent of such value in excess of $13,500 but not in excess of $18,000, and 70 percent of such value in excess of $18,000, if the application for insurance covers an existing dwelling, the construction of which was completed more than one year preceding the date of the application for insurance; or

(3) 90 percent of $18,000 of the Commissioner's estimate of the appraised value of the property as of the date the mortgage is accepted for insurance, and 70 percent of such value in excess of $18,000, if the application for insurance covers a dwelling under construction at the time the application is filed or, an existing dwelling, the construction of which was completed within one year prior to the application for insurance; or

(4) 97 percent of $13,500 of the Commissioner's estimate of the appraised value of the property as of the date the mortgage is accepted for insurance, and 90 percent of such value in excess of $13,500 but not in excess of $18,000, and 70 percent of such value in excess of $18,000, if the proceeds of the mortgage are used to finance the rehabilitation of a dwelling.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interprets or applies sec. 220, 68 Stat. 596, as amended; 12 U.S.C. 1715k)

SUBCHAPTER M—MILITARY AND ARMED SERVICES HOUSING MORTGAGE INSURANCE

PART 292a—ARMED SERVICES HOUSING INSURANCE; ELIGIBILITY REQUIREMENTS OF MORTGAGE

Subpart B—Civilian Employees

Section 292a.53 is amended to read as follows:

§ 292a.53 Maximum mortgage amount; dollar limitation.

The mortgage shall involve a principal obligation in a dollar amount not in excess of:

(a) $22,500 in the case of a dwelling designed principally for a one-family residence; or

(b) $25,000 in the case of a two-family residence; or

(c) $27,500 in the case of a three-family residence; or

(d) $35,000 in the case of a four-family residence.

In addition to the dollar limitation prescribed in this section the mortgage amount is subject to a loan-to-value limitation as provided in § 292a.54.

Section 292a.54 is amended to read as follows:

§ 292a.54 Maximum mortgage amount; loan-to-value limitation.

In addition to meeting the dollar limitation as set forth in § 292a.53, the mortgage shall be in an amount not in excess of:

(a) 97 percent of $13,500 of the appraised value of the property, as of the date the mortgage is accepted for insurance, and 90 percent of such value in excess of $13,500 but not in excess of $18,000, and 70 percent of such value in excess of $18,000, if the dwelling was approved for insurance prior to the beginning of construction, or if construction was completed more than one year preceding the date of the application for insurance; or

(b) 90 percent of $18,000 of the appraised value of the property, as of the date the mortgage is accepted for insurance, and 70 percent of such value in excess of $18,000, if the dwelling was not approved for insurance prior to the beginning of construction and construction was completed within one year preceding the application for insurance.

(Sec. 807, 69 Stat. 651; 12 U.S.C. 1748f. Interpret or apply sec. 809, 70 Stat. 273; 12 U.S.C. 1748h–1)

Issued at Washington, D.C., April 29, 1960.

C. B. SWEET,
Acting
Federal Housing Commissioner.

[F.R. Doc. 60–4014; Filed, May 3, 1960; 8:48 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 50—Division of Public Contracts, Department of Labor

PART 50–202—MINIMUM WAGE DETERMINATIONS

Tires and Related Products Industry; Final Decision

This matter is before me for decision on the exceptions which have been filed to my proposed determination of the prevailing minimum wages for the tires and related products industry as published in the FEDERAL REGISTER (24 F.R. 8741).

Six tire companies have filed exceptions to the proposed determination. The substance of all but one of these exceptions and supporting arguments were advanced as proposals and supporting reasons prior to, and are considered and rejected in, the tentative decision, or were considered in a separate order. The six companies except to the tentative decision's use of the phrase "less than 160 hours experience," rather than the phrase "less than one month's experience," in defining a beginner in this industry. They base their objection on the fact that the data from which the tolerance was drawn was expressed in terms of months rather than hours.

It is customary in wage determinations to set forth the period during which a beginner tolerance is effective in numbers of hours. Such description allows for more precise application of the definition in situations which vary according to when an employee's workweek begins, how many hours he may be employed in the several weeks which constitute his beginning period, and the differing numbers of workdays in different calendar months. One hundred sixty hours is a refinement of one month in terms of 4 weeks multiplied by the average of approximately 40 hours per week which appears prevalent in this industry. The one-third of one week which appears to be dropped in such a translation is a reasonable allowance for periods of illness, leave, layoff, and holidays, which would be included in a count by month, but are excluded from a count by hours. The tentative decision's proposed definition of beginner is adopted.

Each and every finding and conclusion of the tentative decision to which exception has been taken has been reexamined. I am not persuaded by the exceptions and supporting arguments. My reasons are as expressed in the tentative decision.

Accordingly, upon the findings and conclusions and reasons therefor stated herein and in the Notice of Proposed Decision in this proceeding, pursuant to authority under the Walsh-Healey Public Contracts Act (49 Stat. 2036; 41 U.S.C. 35 et seq.) and in accordance with the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 237), Title 41 of the Code

of Federal Regulations, Part 50–202 is hereby amended by adding thereto a new § 50–202.57 (41 CFR Part 50–202) to read as follows:

§ 50–202.57 Tires and related products industry.

(a) *Definition.* The tires and related products industry is defined as that industry which manufactures or furnishes tires and related products, including pneumatic casings, inner tubes, industrial and highway solid tires of 2 inches or more in cross section, and camelback.

(b) *Minimum wage.* The minimum wage for persons employed in the manufacture or furnishing of products of the tires and related products industry under contracts subject to the Walsh-Healey Public Contracts Act shall be not less than $1.77 per hour, arrived at either on a time or piece rate basis.

(c) *Special minimum wages authorized.* Beginners or probationary workers may be employed in the manufacture or furnishing of products of the tires and related products industry under contracts subject to the Act at a minimum wage of not less than $1.67 per hour. A beginner or probationary worker for the purpose of this subsection is a new plant employee hired at a rate lower than that established for a specific job during the period of time required to receive orientation or initial training for that job and who has less than 160 hours experience in the plant in which he is employed.

(d) *Effect on other obligations.* Nothing in this section shall affect any other obligations for the payment of minimum wages that an employer may have under law or agreement more favorable to employees than the requirements of this section.

(e) *Effective date.* This section shall be effective and the minimum wage established herein shall apply as to all contracts subject to the Public Contracts Act, bids for which are solicited or negotiations otherwise commenced on or after June 3, 1960.

Signed at Washington, D.C., this 28th day of April 1960.

JAMES P. MITCHELL,
Secretary of Labor.

[F.R. Doc. 60–4011; Filed, May 3, 1960; 8:48 a.m.]

Proposed Rule Making

POST OFFICE DEPARTMENT

[39 CFR Parts 12, 21, 24, 27]

DOMESTIC LETTER MAIL

Minimum Size Limit for Certain Classes

The development of industrial processes and machinery for the speedy handling of the mails, requires the establishment of standard sizes and shapes for envelopes, cards, and self-mailers. Accordingly, it is proposed, effective January 1, 1962, to amend the regulations in Parts 12, 21, 24, 27 of Title 39, Code of Federal Regulations, to establish (1) a minimum size requirement of 3 x 4¼ inches; (2) a rectangular shape requirement; (3) a full sealing requirement; and (4) a recommended width to length ratio of 1 to 1.414 or greater for all first- and third-class mailing envelopes, cards, and self-mailers.

Although the regulations relate to a proprietary function of the Government, it is the desire of the Postmaster General voluntarily to observe the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) in order that patrons of the Postal Service may have an opportunity to present written views concerning the proposed regulations. Accordingly, such written views may be submitted to Mr. E. A. Riley, Director, Postal Services Division, Bureau of Operations, Room 4426, Post Office Department, Washington 25, D.C., at any time prior to the thirtieth day following the date of publication of this notice in the FEDERAL REGISTER.

The proposed amendments are as follows:

PART 12—ENVELOPES

Section 12.3 *Size* is amended to read as follows:

§ 12.3 Size.

The minimum size is 3 by 4¼ inches. Envelopes which measure less than 3 inches in width (height) or 4¼ inches in length are nonmailable.

Section 12.4 *Window envelopes* is redesignated as § 12.7 and the following new §§ 12.4 through 12.6 are inserted immediately following § 12.3:

§ 12.4 Shape.

Envelopes with shapes other than rectangular are nonmailable. (Prior to January 1, 1962, there are no restrictions on the shape of envelopes.)

§ 12.5 Ratio.

Envelopes having a ratio of width (height) to length of less than 1 to 1.414 are not recommended. See § 12.3 for minimum size requirement. (Prior to January 1, 1962, there is no limit on ratio of envelopes.)

No. 87——2

§ 12.6 Sealing.

Envelopes not sealed on all four edges are nonmailable. Envelopes used for mailing at third-class rates of postage must be sealed on all four edges and carry the notation "Third-Class—May be opened for Postal Inspection." (See § 24.8 of this chapter for present regulations on sealing.)

NOTE: The corresponding Postal Manual sections are 122.3, 122.4, 122.5, 122.6, 122.7.

(R.S. 161, as amended, 396, as amended, 3915, as amended; 5 U.S.C. 22, 369, 39 U.S.C. 354)

PART 21—FIRST CLASS

In § 21.2 *Classification* make the following changes:

a. Amend subparagraph (7) of paragraph (a) and subdivision (iv) of paragraph (b) (1) to read as follows:

§ 21.2 Classification.

(a) * * *

(7) Post cards are manufactured by private concerns and must conform to the following specifications:

(i) *Size.* Not larger than 3$\frac{9}{16}$ by 5$\frac{9}{16}$ inches, nor smaller than 3 by 4¼.

(ii) *Shape.* Must be rectangular in shape.

(iii) *Ratio.* A ratio of width (height) to length of less than 1 to 1.414 is not recommended.

(iv) *Material.* An unfolded piece of cardboard of approximately the quality and weight of a postal card; thickness not less than 0.0085 or more than 0.0095 of an inch, and the cardboard to be uniform in thickness and as near 0.0090 as possible.

(v) *Color.* Any light color that does not inferfere with legible address and postmark.

These specifications apply to single post cards and each part of double post cards. Double post cards must be prepared so that the usable surface of each part (less sealing or trim edge) measures not less than 3 inches in width (height) or 4¼ inches in length.

* * * * *

(b) * * *

(1) * * *

(iv) Double post cards must be sealed on all four edges.

NOTE: The corresponding Postal Manual section is 131.2.

Section 21.3 *Weight and size limits* is amended to read as follows:

§ 21.3 Physical limitations.

(a) *Weight.* Maximum limits same as for fourth-class mail. (See § 25.3(a) of this chapter.)

(b) *Size.* The minimum size is 3 by 4¼ inches. Envelopes, cards, and self-mailers which measure less than 3 inches in width (height) or 4¼ inches in length are nonmailable.

(c) *Shape.* Envelopes, cards, and self-mailers with shapes other than rectangular are nonmailable.

(d) *Ratio.* Envelopes, cards, and self-mailers having a ratio of width (height) to length of less than 1 to 1.414 are not recommended. See paragraph (b) of this section for minimum size requirement.

(e) *Sealing.* Envelopes, double postal and post cards, and self-mailers not sealed on all four edges are nonmailable.

NOTE: The corresponding Postal Manual section is 131.3.

(R.S. 161, as amended, 396, as amended, 3915, as amended, 30 Stat. 419, as amended; 5 U.S.C. 22, 369, 39 U.S.C. 354, 358a)

PART 24—THIRD CLASS

In § 24.2 *Classification* amend subparagraph (3) of paragraph (b) to read as follows:

§ 24.2 Classification.

* * * * *

(b) * * *

(3) The minimum charge for pieces of odd size or form applies to articles mailed singly or in bulk when:

(i) The address side exceeds 9 inches in width or 12 inches in length.

(ii) The address side of articles other than envelopes, cards, and self-mailers is less than 3 inches in width or 4¼ inches in length. See § 24.3 for minimum size for envelopes, cards, and self-mailers.

(iii) Articles other than envelopes, cards, and self-mailers are not rectangular in shape. See § 24.3 for shape for envelopes, cards, and self-mailers.

(iv) Envelopes, cards, and self-mailers have a ratio of width (height) to length of less than 1 to 1.414.

(v) Their contents cause a hump or other uneven surface which prevents stacking or tying in packages.

(vi) They are enclosed in bags.

(vii) They are addressed by means of tags.

NOTE: The corresponding Postal Manual section is 134.2.

Section 24.3 *Weight and size limitations* is amended to read as follows:

§ 24.3 Physical limitations.

(a) *Weight.* Each piece may weigh up to but not including 16 ounces, except the Congressional Record mailed under § 24.1 of this part and letters for the blind. (See Part 28 of this chapter.)

(b) *Size.* The minimum size is 3 by 4¼ inches. Envelopes, cards, and self-mailers that measure less than 3 inches in width (height) or 4¼ inches in length are nonmailable. (Prior to January 1, 1962, there is no limit on size.)

(c) *Shape.* Envelopes, cards, and self-mailers with shapes other than rectangular are nonmailable. (Prior to January 1, 1962, there are no restrictions on shape.)

(d) *Ratio.* Envelopes, cards, and self-mailers having a ratio of width (height) to length of less than 1 to 1.414 are not recommended. (Prior to January 1, 1962, there is no limit on ratio.)

NOTE: The corresponding Postal Manual section is 134.3.

The following two sections are inserted in lieu of present § 24.8 *Sealing:*

§ 24.8 Sealing.

All envelopes, cards, and self-mailers mailed at third-class rates of postage must be sealed on all four edges.

§ 24.9 Examination.

(a) Merchandise, books, or catalogs in envelopes must be sealed on all four edges and marked Merchandise or Book or Catalog in a prominent manner on the address side.

(b) All envelopes, cards, and self-mailers mailed at the third-class rates of postage must carry the notation "Third-Class—May be opened for postal inspection."

(c) Mailing of sealed articles at the third-class rates of postage is deemed to be with the consent of the mailer to postal inspection of the contents. To assure that their parcels will not be opened for postal inspection mailers should, in addition to paying the first-class rate of postage, plainly mark their parcels "First-Class" or with similar endorsement.

NOTE: The present Postal Manual section is 134.8.

(R.S. 161, as amended, 396, as amended, 3915, as amended, sec. 206, 43 Stat. 1067, as amended, sec. 3, 65 Stat. 673, as amended; 5 U.S.C. 22, 369, 39 U.S.C. 235, 290a–1, 354)

PART 27—FEDERAL GOVERNMENT MAIL AND FREE MAIL

In § 27.2 *Executive and judicial officers* amend subparagraph (2) of paragraph (e) to read as follows:

§ 27.2 Executive and judicial officers.

* * * * *

(e) * * *

(2) *Size.* The minimum size for Federal Government mail is 3 inches in width (height) by 4¼ inches in length. There is no maximum size prescribed for penalty mail but other Federal Government mail is subject to the size limits prescribed in § 25.3 of this chapter.

NOTE: The corresponding Postal Manual section is 137.2.

(R.S. 161, as amended, 396, as amended, 3915, as amended, secs. 5, 6, 19 Stat. 335, 336, as amended, secs. 301–306, 62 Stat. 1048, 1049, as amended, 5 U.S.C. 22, 369, 39 U.S.C. 321, 321i–321n, 354)

[SEAL] HERBERT B. WARBURTON,
General Counsel.

[F.R. Doc. 60–4016; Filed, May 3, 1960; 8:50 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 296, 297]

[Economic Regs. Docket No. 11337]

CLASSIFICATION AND EXEMPTION OF INDIRECT AIR CARRIERS AND INTERNATIONAL AIR FREIGHT FORWARDERS

Notice of Proposed Rule Making

APRIL 29, 1960.

Notice is hereby given that the Civil Aeronautics Board has under consideration certain amendments to Parts 296 and 297 of the Economic Regulations which would require the use of but one application form for both air freight forwarders (Part 296) and international air freight forwarders (Part 297).

The principal features of the proposed regulation are explained in the attached Explanatory Statement and the proposed amendments are set forth in the attached Proposed Rule. Persons who have not received copies of the application forms herein proposed in the course of normal distribution may obtain copies from the Publications Section, Civil Aeronautics Board, Washington 25, D.C. The amendments are proposed under authority of sections 204(a) and 416 of the Federal Aviation Act (72 Stat. 743, 771; 49 U.S.C. 1324, 1386).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington 25, D.C. All relevant matter in communications received on or before June 2, 1960, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available on or after June 3, 1960, for examination by interested persons in the Docket Section of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

By the Civil Aeronautics Board:

MABEL MCCART,
Acting Secretary.

Explanatory statement. The Civil Aeronautics Board herein proposes the issuance of a new application form applicable to both air freight forwarders and international air freight forwarders. At the present time, there is a prescribed form for the use of persons applying as air freight forwarders (CAB Form 351). However, for those persons applying as international air freight forwarders there is no application form, but rather only a list of information required of them as set forth in § 297.32 of Part 297.

It is felt that the use of a single application form would establish a more uniform application system and would allow for the handling of applications in a much more efficient and expeditious manner and be thereby beneficial to the air freight forwarder industry.

The new application form would primarily call for the same information as is now required of applicants. It would, however, call for more disclosure than is presently required in regard to such items as: (1) Affiliates, (2) past transportation activities, (3) an applicant's operating authority or registration granted by other agencies of the United States Government, (4) agreements concerning transportation activities of which applicant is a participant, and (5) the experience of the applicant's officers, managers and key personnel in the transportation field. The new form would also require the submission of a Profit and Loss Statement covering a twelve-month period ending not more than three months prior to the date of application. (Presently, air freight forwarders have the three-month limitation; international forwarders, six months.) It would also require that a Balance Sheet be submitted as of a date not more than three months prior to the date of application.

Though the new application form calls for fuller disclosure on the part of applicants, it is not believed that it would create any new or additional burden for an applicant since the bulk of the information sought is currently elicited through conferences and correspondence. Consequently, the Board feels the use of the new application form with its broader span of information will make the regulation of this segment of the aviation industry more efficient and effectual.

Proposed rule. It is proposed to amend Part 296 of the Economic Regulations (14 CFR Part 296) as follows:

1. By amending § 296.42 to read as follows:

§ 296.42 Application for issuance.

(a) *Application form.* Any person, other than those specified in § 296.43(a), desiring to operate as an air freight forwarder may apply to the Board for an appropriate Operating Authorization. Such an applicant shall execute in duplicate, an "Application for Operating Authorization as an Air Freight Forwarder" (CAB Form 351).[1] The application shall be certified by a responsible official of such carrier and shall contain the following information: (1) Date; (2) name of applicant, trade names, and name in which authorization is to be issued; (3) address of principal office and mailing address; (4) form of organization (i.e. corporation, partnership, etc.), state under whose laws company is authorized to operate, and date company formed; (5) a list containing the names of each officer, director, partner, owner, or member of applicant, and holder of 5 percent or more of its outstanding stock if a corporation, or owner of 5 percent or more of the company if other than a corporation; an indication as to whether or not 75 percent of the voting interest is owned or controlled by citizens of the United States or one of its possessions; if 5 percent or more of

[1] Form filed as part of the original document.

applicant's stock is held by a corporation an indication must be made as to whether or not 75 percent of the voting interest of such corporation is owned or controlled by citizens of the United States or one of its possessions; (6) a description of current business activities and of former business experience in, or related to, the transportation field; (7) description of operating authority granted applicant by agencies of the United States Government (such as that of surface freight forwarder, motor carrier, etc.) and, if applicable, reasons for revocation or other termination; (8) totals of cargo tonnage handled during past year, the capacity of the applicant (as agent of carrier, agent of shipper, as direct carrier, etc.), and means of transportation (air, truck, rail, etc.); (9) an indication as to whether applicant is cargo sales agent; affiliations, commissions and agreements of the past year in this regard; (10) list of names of parties, effective dates, operating areas, nature and terms, of any oral or written agreements, contracts, or working arrangements concerning transportation activities to which applicant is a party; (11) list of domestic and international points served and proposed to be served; list of offices, agents, etc., at points served and proposed to be served; (12) description of proposed services and specializations and an indication as to whether or not owners or affiliates will use the applicant's proposed air freight forwarding services; (13) list of names of the officers, owners, etc., of applicant who have at any time applied for any type of authority or registration from the Civil Aeronautics Board and, if applicable, reasons for revocation or other termination; (14) list of officers, owners, etc., of applicant who have at any time been employed by or associated with any air carrier authorized to operate by the Civil Aeronautics Board indicating dates of employment and capacity in which employed; also a list of officers, owners, etc., of applicant who were connected in any way with any air freight forwarder, non-certificated carrier, etc., which had its operating authority revoked or suspended during the time of that connection; (15) description of experience of applicant's officers, managers and key personnel in transportation activities qualifying them for air freight forwarder operations; (16) a detailed description of any affiliated companies, their activity, operating authority, points served, total cargo tonnage handled during past full calendar year, agency relationships, agreements concerning transportation activity to which affiliate is a party, and integration between applicant and affiliates; (17) any additional information as desired in support of applications; (18) Profit and Loss Statement (ending as of date of Balance Sheet); Balance Sheet as of a date not more than three months prior to application; list of terminal facilities and automotive equipment owned or leased; Certificate of Insurance (CAB Form 350) or a statement of qualification as a self-insurer (filing of a certificate of insurance may be postponed until later notification); sample of proposed air waybill; report of ownership of stock and other interests (CAB Form 2786) by each officer, director, member, partner or owner of applicant; for each affiliate, a Profit and Loss Statement (ending as of date of Balance Sheet) and Balance Sheet, as of a date not more than three months prior to application; organizational chart, diagram of intercompany ownership and interlocking relationships, annotated to show percentages of stock holdings, officers, directors, members, partners and owners in each company; plus a brief account of any arrangement by which applicant will have available financial sources and facilities of other companies or individuals.

(b) *Additional information.* The applicant shall also submit such other additional information pertinent to its proposed activities as may be requested by the Board with respect to any individual application.

It is proposed to amend Part 297 of the Economic Regulations (14 CFR Part 297) as follows:

1. By amending § 297.32 to read as follows:

§ 297.32 Application for issuance.

(a) *Application form.* Any person, other than those specified in § 297.33, desiring to operate as an international air freight forwarder may apply to the Board for an appropriate Operating Authorization. Such an applicant shall execute in duplicate an "Application for Operating Authorization as an International Air Freight Forwarder" CAB Form 351).[1] The application shall be certified by a responsible official of such carrier and shall contain the following information: (1) Date; (2) name of applicant, trade names, and name in which authorization is to be issued; (3) address of principal office and mailing address; (4) form of organization (i.e. corporation, partnership, etc.), state under whose laws company is authorized to operate, and date company formed; (5) a list containing the names of each officer, director, partner, owner, or member of applicant, and holder of 5 percent or more of its outstanding stock if a corporation, or owner of 5 percent or more of the company if other than a corporation; an indication as to whether or not 75 percent of the voting interest is owned or controlled by citizens of the United States or one of its possessions; if 5 percent or more of applicant's stock is held by a corporation an indication must be made as to whether or not 75 percent of the voting interest of such corporation is owned or controlled by citizens of the United States or one of its possessions; (6) a description of current business activities and of former business experience in, or related to, the transportation field; (7) description of operating authority granted applicant by agencies of the United States Government (such as that of surface freight forwarder, motor carrier, etc.) and, if applicable, reasons for revocation or other termination; (8) totals of cargo tonnage handled during past year, the capacity of the applicant (as agent of carrier, agent of shipper, as direct carrier, etc.), and means of transportation (air, truck, rail, etc.); (9) an indication as to whether applicant is cargo sales agent; affiliations, commissions and agreements of the past year in this regard; (10) list of names of parties, effective dates, operating areas, nature and terms, of any oral or written agreements, contracts, or working arrangements concerning transportation activities to which applicant is a party; (11) list of domestic and international points served and proposed to be served; list of offices, agents, etc., at points served and proposed to be served; (12) description of proposed services and specializations and an indication as to whether or not owners or affiliates will use the applicant's proposed air freight forwarding services; (13) list of names of the officers, owners, etc., of applicant who have at any time applied for any type of authority or registration from the Civil Aeronautics Board and, if applicable, reasons for revocation or other termination; (14) list of officers, owners, etc., of applicant who have at any time been employed by or associated with any air carrier authorized to operate by the Civil Aeronautics Board indicating dates of employment and capacity in which employed; also a list of officers, owners, etc., of applicant who were connected in any way with any air freight forwarder, non-certificated carrier, etc., which had its operating authority revoked or suspended during the time of that connection; (15) description of experience of applicant's officers, managers and key personnel in transportation activities qualifying them for air freight forwarder operations; (16) a detailed description of any affiliated companies, their activity, operating authority, points served, total cargo tonnage handled during past full calendar year, agency relationships, agreements concerning transportation activity to which affiliate is a party, and integration between applicant and affiliates; (17) any additional information as desired in support of applications; (18) Profit and Loss Statement (ending as of date of Balance Sheet); Balance Sheet as of a date not more than three months prior to application; list of terminal facilities and automotive equipment owned or leased; Certificate of Insurance (CAB Form 350) or statement of qualification as a self-insurer (filing of a certificate of insurance may be postponed until later notification); sample of proposed air waybill; report of ownership of stock and other interests (CAB Form 2786) by each officer, director, member, partner or owner of applicant; for each affiliate, a Profit and Loss Statement (ending as of date of Balance Sheet) and Balance Sheet, as of a date not more than three months prior to application; organizational chart, diagram of inter-company ownership and interlocking relationships, annotated to show percentages of stock holdings, officers, directors, members, partners and owners in each company; plus a brief account of any arrangement by which applicant will have available financial sources and facilities of other companies or individuals.

[1] Form filed as part of the original document.

(b) *Additional information.* The applicant shall also submit such other additional information pertinent to its proposed activities as may be requested by the Board with respect to any individual application.

[F.R. Doc. 60–4015; Filed, May 3, 1960; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 507]

[Reg. Docket No. 361]

AIRWORTHINESS DIRECTIVES

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring reinforcement of or installation of new swirl vane straightener clamps on Lockheed 188 Series aircraft with clamp P/N 721124–9 installed. Several cases of clamp failures have resulted in swirl vanes becoming lodged in the tailpipe, disrupting exhaust gas flow which affects engine cooling.

Interested persons may participate in the making of the proposed rule by submitting such written data, view or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B–316, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before June 3, 1960, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, in the Docket Section, for examination by interested persons when the prescribed date for return of comments has expired. This proposal will not be given further distribution as a draft release.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) (14 CFR Part 507), by adding the following airworthiness directive:

LOCKHEED. Applies to all Model 188 Series aircraft with exhaust swirl vane straightener clamp P/N 721124–9 installed.

Compliance required at the first periodic inspection after August 1, 1960.

Several cases of swirl vane clamp failures have resulted in swirl vanes becoming lodged in the tailpipe so that the exhaust gas flow has been disrupted and engine cooling affected. This condition causes the fire detector system to be actuated, with subsequent engine shutdown. To preclude occurrence of this condition, one of the following must be accomplished:

(a) Reinforce the hinge portion of the present clamp on each powerplant by installing two retainers and a stainless steel reinforcing strap. If cracks are found in any clamp do not attempt repair.

(b) Install new production clamp LAC P/N 751341–1 or equivalent.

Item (a) may be accomplished in accordance with Lockheed Service Bulletin No. 88/SB–363.

Issued in Washington, D.C., on April 27, 1960.

OSCAR BAKKE,
Director, Bureau of Flight Standards.

[F.R. Doc. 60–3991; Filed, May 3, 1960; 8:45 a.m.]

[14 CFR Part 507]

[Reg. Docket 362]

AIRWORTHINESS DIRECTIVES

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring removal of hollow shank rod end bearings in the rotor control arm and replacement with solid shank units of Sikorsky Models S–51 and S–55 helicopters.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B–316, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before June 3, 1960, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, in the Docket Section, for examination by interested persons when the prescribed date for return of comments has expired. This proposal will not be given further distribution as a draft release.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) (14 CFR Part 507), by adding the following airworthiness directive:

SIKORSKY. Applies to all Model S–51 and S–55 helicopters.

Compliance required by August 15, 1960.

A fatigue failure of the RE5M7 shank rod end bearing has occurred in the S–55 main rotor upper controls. This rod had a hollow shank rather than a solid shank and is not an approved part. Preliminary investigation indicates that the hollow shank part has been installed in S–51 and S–55 helicopters because of improper identification. To ensure removal of this part from service, the following must be accomplished:

Unless already accomplished, remove the following rod assemblies and inspect for RE5M7 rod end bearings with hollow shanks and S510085 pivots with hollow shanks, as noted (S510085 pivots are altered RE5M7 rod ends).

(a) Model S–51 main rotor assembly, P/N S510000.

(1) P/N S510333 (Alternate P/N S510140) rod assembly contains one RE5M7 rod end.

(2) P/N S510082 rod assembly contains one RE5M7 rod end and one P/N S510085 pivot.

(b) Model S–51 main rotor assembly, P/N S10–10–1100.

(1) P/N S510333 rod assembly contains one RE5M7 rod end.

(c) Model S–55 servo unit assembly, P/N S14–40–5000.

(1) P/N S14–40–5024 control arm contains one RE5M7 rod end.

Remove all hollow shank units and replace with solid shank units.

Issued in Washington, D.C., on April 28, 1960.

B. PUTNAM,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 60–3992; Filed, May 3, 1960; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60–WA–112]

FEDERAL AIRWAYS AND REPORTING POINTS

Modification of Federal Airways; Revocation of VOR Domestic Reporting Points

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6008, 600.6016, 600.6021, 600.6064, 600.6264, and 601.7001 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 8 extends in part from the Long Beach, Calif., VORTAC to the Morman Mesa, Nev., VOR via the Ontario, Calif., VOR; the Hector, Calif., VOR; the Goffs, Calif., VOR and the intersection of the Goffs VOR 030° and the Morman Mesa VOR 200° True radials, including a north alternate from the Long Beach VORTAC to the Morman Mesa, Nev., VOR via the intersection of the Long Beach VORTAC 024° and the Los Angeles, Calif., VOR 057° True radials, the intersection of the Los Angeles VOR 057° and the Daggett, Calif., VOR 235° True radials, the Daggett VOR and the Las Vegas, Nev. VOR. The Federal Aviation Agency has under consideration realignment of the segment of Victor 8 from the Long Beach VORTAC to the Hector VOR via the relocated Ontario VOR, to be commissioned approximately June 30, 1960, at a new site at latitude 34°04'42" N., longitude 117°47'10" W. In addition, it is proposed to realign the segment of the north alternate to Victor 8 between the Long Beach VORTAC and the Daggett VOR, from the Long Beach VORTAC via the intersection of the Long Beach VORTAC 022° and the Los Angeles VOR 057° True radials, the intersection of the Los Angeles VOR 057° and the Daggett VOR 235° True radials, to the Daggett VOR.

VOR Federal airway No. 21 extends in part from the Long Beach, Calif., VORTAC to the Hector, Calif., VOR via the Ontario, Calif., VOR. The Federal Aviation Agency has under consideration the realignment of this segment of Victor 21 from the Long Beach VORTAC to

the Hector VOR via a VOR to be installed approximately June 30, 1960, near Arlington, Calif., at latitude 33°52'17" N., longitude 117°28'13" W.

The realignment of Victor 8 and Victor 21 would provide an additional route between Los Angeles and Hector to facilitate the air traffic management of the high volume of traffic using this route to and from the Los Angeles terminal area. The realignment of Victor 8–N would provide sufficient angular separation between the proposed realignment of Victor 8 and Victor 8–N at the Long Beach VORTAC.

VOR Federal airway No. 16 extends in part from the Los Angeles, Calif., VOR to the Blythe, Calif., VOR via the Ontario, Calif., VOR and the intersection of the Ontario VOR 091° and the Blythe VOR 288° True radials. The Federal Aviation Agency has under consideration the realignment of this segment of Victor 16 from the Los Angeles VOR via the intersection of the Los Angeles VOR 033° and the Ontario VOR 262° True radials; the Ontario VOR, at its new location; the Twenty Nine Palms, Calif., VOR, to the Blythe VOR. This would provide better navigational guidance along Victor 16. In addition, it is proposed to designate a south alternate to Victor 16 from the Los Angeles VOR to the Twenty Nine Palms VOR via the intersection of the Los Angeles VOR 105° and the Arlington, Calif., VOR 272° True radials; the Arlington VOR; and the intersection of the Arlington VOR 085° and the Twenty Nine Palms VOR 253° True radials. Victor 16–S and the re-designated Victor 16 would provide an additional east/west route between Los Angeles and Twenty Nine Palms to facilitate the flow of Los Angeles terminal area traffic.

VOR Federal airway No. 64 extends in part from the Long Beach, Calif., VORTAC to the Thermal, Calif., VOR. The Federal Aviation Agency has under consideration the realignment of Victor 64 from the Long Beach VORTAC to the Thermal VOR via the Arlington, Calif., VOR. This would provide more precise navigational guidance along this airway segment.

VOR Federal airway No. 264 extends in part from the Los Angeles, Calif., VOR to the Twenty Nine Palms, Calif., VOR via the Ontario, Calif., VOR and the intersection of the Ontario VOR 091° and the Twenty Nine Palms VOR 244° True radials. The Federal Aviation Agency has under consideration the realignment of Victor 264 from the Los Angeles VOR to the Twenty Nine Palms VOR via the intersection of the Los Angeles VOR 033° and the Ontario VOR 262° True radials and the relocated Ontario VOR. Victor 264 would then coincide with Victor 16 between Los Angeles and Thermal, but would be retained to provide continuity in Victor 264.

The control areas associated with Victor 8, 16, 21, 64 and 264 are so designated that they would automatically conform to the modified airways. Accordingly, no action relating to these control areas would be necessary. Concurrently with the actions described above, the following Domestic VOR reporting points would be revoked:

Banning Intersection: intersection of the Ontario VOR 091° and the March, Calif., VOR 061° True radials.

Corona Intersection: intersection of the Long Beach VORTAC 095° and the Ontario VOR 180° True radials.

Fontana Intersection: intersection of the Palmdale, Calif., VOR 137° and the Ontario VOR 047° True radials.

Palm Springs Intersection: intersection of the Thermal VOR 340° and the Twenty Nine Palms VOR 244° True radials.

The actions described above are part of a plan to revise and increase the air traffic flow capabilities into and from the Los Angeles terminal area.

If these actions are taken, segments of VOR Federal airways No. 8, 16, 21, 64 and 264 would be redesignated as follows:

1. VOR Federal airway No. 8. From the Long Beach, Calif., VOR via the Ontario, Calif., VOR; the Hector, Calif., VOR; the Goffs, Calif., VOR; the intersection of the Goffs VOR 030° and the Morman Mesa, Nev., VOR 200° True radials; to the Morman Mesa VOR, including a north alternate from the Long Beach VORTAC to the Morman Mesa VOR via the intersection of the Long Beach VORTAC 022° and the Los Angeles, Calif., VOR 057° True radials, the intersection of the Los Angeles VOR 057° and the Daggett, Calif., VOR 235° True radials, the Daggett VOR and the Las Vegas, Nev., VOR.

2. VOR Federal airway No. 21. From the Long Beach, Calif., VORTAC via the Arlington, Calif., VOR; to the Hector, Calif., VOR, excluding the portion which would coincide with the Bullion Mountains, Calif., Restricted Area (R–344).

3. VOR Federal airway No. 16. From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 033° and the Ontario, Calif., VOR 262° True radials; the Ontario VOR; the Twenty Nine Palms, Calif., VOR; to the Blythe, Calif., VOR, including a south alternate from the Los Angeles VOR to the Twenty Nine Palms VOR via the intersection of the Los Angeles VOR 105° and the Arlington, Calif., VOR 272° True radials; the Arlington VOR and the intersection of the Arlington VOR 085° and the Twenty Nine Palms VOR 253° True radials, excluding that portion outside the United States.

4. VOR Federal airway No. 64. From the Long Beach, Calif., VORTAC via the Arlington, Calif., VOR; to the Thermal, Calif., VOR.

5. VOR Federal airway No. 264. From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 033° and the Ontario, Calif., VOR 262° True radials; the Ontario VOR; to the Twenty Nine Palms, Calif., VOR, excluding that portion outside the United States.

Concurrently with the modification of the airways described above, the Banning Intersection, Corona Intersection, Fontana Intersection and the Palm Springs Intersection would be revoked as Domestic VOR reporting points.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B–316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on April 27, 1960.

GEORGE S. CASSADY,
Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60–3993; Filed, May 3, 1960; 8:46 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

Small Tract Classification Order No. 20; Cancellation (Partial)

APRIL 26, 1960.

Effective April 26, 1960, Small Tract Classification Order Number 20, dated January 26, 1950, as pertaining to the following described public land, is cancelled:

FAIRBANKS MERIDIAN

Section 30: Lot 2.

Containing 18.16 acres.

RICHARD L. QUINTUS,
Operations Supervisor,
Fairbanks.

[F.R. Doc. 60-4012; Filed, May 3, 1960; 8:49 a.m.]

ALASKA

Small Tract Classification Order No. 94; Cancellation

APRIL 26, 1960.

Effective April 26, 1960, Small Tract Classification Order Number 94, dated January 12, 1955, Fairbanks Land District, Alaska, embracing the following described public lands is cancelled:

SALCHA RIVER AREA, ALASKA

T. 4 S., R. 3 E., F.M.,
Section 13: NE¼SE¼, SW¼SE¼.

Containing 80 acres.

RICHARD L. QUINTUS,
Operations Supervisor,
Fairbanks.

[F.R. Doc. 60-4013; Filed, May 3, 1960; 8:49 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

TRADE ROUTE NO. 1; U.S. ATLANTIC/EAST COAST SOUTH AMERICA

Notice of Tentative Conclusions and Determinations Regarding the Essentiality and United States Flag Service Requirements

Notice is hereby given that on April 21, 1960, the Maritime Administrator acting pursuant to Section 211 of the Merchant Marine Act, 1936, as amended, found and determined the essentiality and United States flag service requirements of United States foreign Trade Route No. 1 and in accordance with his action of July 27, 1956 ordered that the following tentative conclusions and determinations reached by the Maritime Administrator with respect to said trade route be published in the FEDERAL REGISTER:

1. Trade Route No. 1 as described below is reaffirmed as an essential foreign trade route of the United States:

Trade Route No. 1—U.S. Atlantic/East Coast South America. Between U.S. Atlantic ports (Maine-Atlantic Coast Florida to but not including Key West) and ports on East Coast South America (Argentina, Brazil, Paraguay and Uruguay).

2. Requirements for United States flag operations on Trade Route No. 1 are approximately six freighter sailings per month and approximately two sailings per month with combination ships.

3. Existing C-3 type freight ships are suitable for operation to the full range of Trade Route No. 1 ports pending replacement and Victory, C1 and C2 type freight vessels are suitable for interim operation on this route but should be replaced at the earliest practicable date.

4. Replacement freighters will need to be superior in speed and have about the same capacity as C3 type ships and have adequate refrigerated and deep tank space.

5. The combination passenger-cargo ships ("SS Argentina"-"SS Brasil") are suitable for operation to the full range of the route.

Any person, firm or corporation having any interest in the foregoing who desires to offer comments and views or request a hearing thereon, should submit same in writing in triplicate to the Chief, Office of Government Aid, Maritime Administration, Department of Commerce, Washington 25, D.C., by close of business on May 25, 1960. In the event a hearing is requested, a statement must be included giving the reasons therefor. Any hearing thereby afforded will be before an Examiner on an informal basis only. The Maritime Administrator will consider these comments and views and take such action with respect thereto as in his discretion he deems warranted.

Dated: April 21, 1960.

By order of the Maritime Administrator.

JAMES L. PIMPER,
Secretary.

[F.R. Doc. 60-4010; Filed, May 3, 1960; 8:48 a.m.]

Office of the Secretary

[Dept. Order 117 (Revised)]

FEDERAL MARITIME BOARD AND MARITIME ADMINISTRATION

Organization and Functions

The material appearing in 18 F.R. 5518 of September 15, 1953; 20 F.R. 494-495 of January 21, 1955; 21 F.R. 504 of January 21, 1956; 16 F.R. 2553 of March 20, 1951 and 16 F.R. 12911 of December 22, 1951 is superseded as follows:

SECTION 1. *Purpose.* The purpose of this order is to describe the organization and define the functions of the Federal Maritime Board and the Maritime Administration.

SEC. 2. *Establishment.* The Federal Maritime Board and the Maritime Administration were established in the Department of Commerce by Reorganization Plan No. 21 of 1950, effective May 24, 1950.

SEC. 3. *General functions.* .01 The Federal Maritime Board and the Maritime Administration are responsible for fostering the development and maintenance of an American merchant marine sufficient to meet the needs of the national defense and of the domestic and foreign commerce of the United States. The functions of the Federal Maritime Board include the making of rules and regulations with respect to merchant shipping, and the award of construction differential and operating-differential subsidies to the American merchant marine. The Maritime Administration is responsible for the construction, repair and operation of merchant ships, maintenance of national defense reserve fleets of Government-owned ships, administration of subsidy programs and other Government aids to shipping, maintenance of reserve shipyards for ship construction in national emergencies and the training of merchant marine officers; and performs activities for the Federal Maritime Board as directed by the Chairman, Federal Maritime Board.

.02 In carrying out their responsibilities, the Federal Maritime Board and the Maritime Administration are guided by the broad declaration of policy stated in Title I of the Merchant Marine Act, 1936, as amended (49 Stat. 1985).

SEC. 4. *Organization of the Federal Maritime Board.* .01 Composition of the Federal Maritime Board: The Federal Maritime Board is composed of three members appointed by the President by and with the advice and consent of the Senate. The President designates one of the members to serve as Chairman of the Federal Maritime Board. The Chairman serves as the chief executive and administrative officer of the Federal Maritime Board, as provided by Reorganization Plan No. 6 of 1949.

.02 Organizational components: The Federal Maritime Board has the following organizational components:

1. Office of the Chairman of the Federal Maritime Board;
2. Offices of the Members of the Federal Maritime Board;
3. Office of the Secretary;
4. Office of Regulations;
5. Office of Hearing Examiners; and
6. The General Counsel.

.03 Use of Officers and Employees of the Maritime Administration: Insofar as he deems desirable, the Chairman of the Federal Maritime Board makes use of the officers and employees of the Maritime Administration, under his supervision as Maritime Administrator, to perform activities for the Federal Maritime Board.

SEC. 5. *Functions of the Federal Maritime Board.* .01 Regulatory functions: Reorganization Plan No. 21 of 1950 provides that the Federal Maritime Board shall be independent of the Secretary of Commerce in performing the following functions:

1. All functions under the provisions of sections 14 to 20, inclusive, and sections 22 to 33, inclusive, of the Shipping Act, 1916, as amended, including such functions with respect to the regulation and control of rates, services, practices and agreements of common carriers by water and of other persons;

2. All functions with respect to the regulation and control of rates, fares, charges, classifications, tariffs, regulations, and practices of common carriers by water under the provisions of the Intercoastal Shipping Act, 1933, as amended;

3. The functions with respect to the making of rules and regulations affecting shipping in the foreign trade to adjust or meet conditions unfavorable to such shipping and with respect to the approval, suspension, modification, or annulment of rules or regulations of other Federal agencies affecting shipping in the foreign trade, under the provisions of section 19 of the Merchant Marine Act, 1920, as amended, exclusive of subsection (1)(a) thereof;

4. The functions with respect to investigating discriminatory rates, charges, classifications, and practices in the foreign trade, and with respect to recommending legislation to correct such discrimination, under the provisions of section 212(e) of the Merchant Marine Act, 1936, as amended; and

5. So much of the functions with respect to requiring the filing of reports, accounts, records, rates, charges, and memoranda, under the provisions of section 21 of the Shipping Act, 1916, as amended, as relates to its functions under subsections 1 through 4 above.

.02 Subsidy and other functions: Reorganization Plan No. 21 of 1950 provides that the Federal Maritime Board shall be guided by the general policies of the Secretary of Commerce in performing the following functions:

1. The functions with respect to making, amending, and terminating subsidy contracts, which shall be deemed to include, in the case of construction-differential subsidy, the contract for the construction, reconstruction, or reconditioning of a vessel and the contract for the sale of the vessel to the subsidy applicant or the contract to pay a construction-differential subsidy and the cost of national defense features, and, in the case of operating-differential subsidy, the contract with the subsidy applicant for the payment of the subsidy;

2. The functions with respect to: (a) Conducting hearings and making determinations antecedent to making, amending, and terminating subsidy contracts, under the provisions of Titles V, VI, and VIII, and sections 301, 708, 805(a) and 805(f) of the Merchant Marine Act, 1936, as amended; (b) making changes, subsequent to entering into an operating-differential subsidy contract, in such determinations under section 301 of such Act, as amended, and readjustments in determinations as to operating cost differentials under section 606 of such Act, as amended; and (c) the approval of the sale, assignment, or transfer of any operating subsidy contract under section 608 of such Act, as amended;

3. The functions with respect to investigating and determining (a) the relative cost of construction of comparable vessels in the United States and foreign countries, (b) the relative cost of operating vessels under the registry of the United States and under foreign registry, and (c) the extent and character of aids and subsidies granted by foreign governments to their merchant marines, under the provisions of subsections (c), (d), and (e) of section 211 of the Merchant Marine Act, 1936, as amended;

4. All functions under section 12 of the Shipping Act, 1916, as amended, including such functions with respect to making investigations and reports on relative costs and on marine insurance;

5. So much of the functions with respect to requiring the filing of reports, accounts, records, rates, charges, and memoranda, under section 21 of the Shipping Act, 1916, as amended, as relates to the functions of the Board under subsections 1 through 4 above;

6. So much of the functions with respect to adopting rules and regulations, making reports and recommendations to Congress, subpoenaing witnesses, administering oaths, taking evidence, and requiring the production of books, papers, and documents, under sections 204, 208, and 214 of the Merchant Marine Act, 1936, as amended, as relates to the functions of the Board, under the provisions of Reorganization Plan No. 21.

.03 Charters under the Merchant Ship Sales Act of 1946, as amended by Public Law 591, 81st Congress: The Federal Maritime Board makes determinations, after public hearings, as to whether the bareboat charter of war-built dry-cargo ships owned by the United States is required in the public interest in any service not adequately served and for which privately owned American-flag ships are not available for charter by private operators on reasonable conditions and rates; certifies its findings to the Secretary of Commerce with any conditions which it determines to be necessary or appropriate to protect the public interest in respect to such charters and to protect privately owned ships against competition from ships chartered by the Secretary of Commerce; and reviews such charters annually for the purpose of making recommendations to the Secretary of Commerce as to whether conditions exist justifying the continuance of the charters.

.04 Mortgage insurance: Pursuant to section 1104(a)(10) of the Merchant Marine Act, 1936, as amended, the Federal Maritime Board is responsible for approving limited liability mortgages for passenger vessels, in connection with applications for mortgage insurance under Title XI of the said Act.

.05 Functions of organizational components under the Federal Maritime Board: 1. The Office of the Secretary receives documents required to be filed with the Federal Maritime Board and the Maritime Administration; prepares agenda and dockets of matters to be considered by the Board; maintains records of meetings; issues notices and orders as a result of actions taken; executes authorized contracts and other instruments; administers oaths; issues subpoenas; and generally exercises administrative surveillance over the activities of the Office of Regulations and the Office of Hearing Examiners;

2. The Office of Regulations examines and makes recommendations to the Federal Maritime Board concerning agreements between common carriers by water and other persons subject to the Shipping Act, 1916, as amended, tariffs of common carriers and terminal operators and applications for registration of freight forwarders; maintains surveillance over the practices of parties subject to the shipping statutes; reviews informal complaints and studies evidences of violations of the Shipping Act, 1916, as amended, and other applicable laws and takes corrective action thereon or prepares recommendations to the Board for appropriate action; makes recommendations to the Board with respect to rules and regulations relating to the foregoing; and maintains official records, available for public inspection. The Office of Regulations has the following divisions: Division of Domestic Regulations, Division of Foreign Regulations, and Division of Compliance;

3. The Office of Hearing Examiners conducts hearings and makes initial or recommended decisions under the Administrative Procedure Act on formal complaints of violations of the Shipping Act, 1916, as amended, and other shipping statutes; applications for operating-differential subsidy; investigations of employment and wage conditions on ships receiving operating-differential subsidy; and applications for charters under Public Law 591, 81st Congress; and

4. The General Counsel serves as the law officer of the Federal Maritime Board and renders legal advice and assistance to the Board. Incumbent serves also as the General Counsel of the Maritime Administration.

SEC. 6. *Organization of the Maritime Administration.* .01 Maritime Administrator: The Chairman of the Federal Maritime Board is ex officio the Maritime Administrator. When serving as Maritime Administrator, he reports and is responsible to the Secretary of Commerce, through the Under Secretary of Commerce for Transportation. As Maritime Administrator, he is vested also with the residual powers and authorities of Director, National Shipping Authority, which was established by the Secretary of Commerce under Executive Order No. 10219.

.02 Deputy Maritime Administrator: The Maritime Administrator is assisted in his duties by a Deputy Maritime Administrator, who performs such duties as the Maritime Administrator may prescribe. In addition, he is the Acting Maritime Administrator during the absence or disability of the Maritime Administrator and, unless the Secretary of Commerce designates another person, during a vacancy in the office of the Maritime Administrator; and executes for the Maritime Administrator his residual powers as Director, National Shipping Authority, including all National Shipping Authority orders and amendments thereof. The Deputy Maritime Administrator is appointed by the Secretary of Commerce, after consultation with the Maritime Administrator. The Deputy Maritime Administrator at no time sits as a member of the Federal Maritime Board.

.03 Organizational components: The Maritime Administration has the following organizational components:

1. Office of the Maritime Administrator;
2. Office of the General Counsel;
3. Office of the Comptroller;
4. Program Planning Officer;
5. Public Information Office;
6. Statistics and Special Studies Office;
7. Budget Office;
8. Organization and Methods Office;
9. Personnel Office;
10. Office of Ship Construction;
11. Office of Property and Supply;
12. Office of Ship Operations;
13. Office of Government Aid;
14. Office of Research and Development;
15. Offices of the Coast Directors; and
16. United States Merchant Marine Academy.

.04 Use of officers and employees of the Federal Maritime Board: Insofar as he deems desirable, the Maritime Administrator makes use of officers and employees of the Federal Maritime Board, under his supervision as Chairman, to perform activities for the Maritime Administration.

SEC. 7. *Functions of the Maritime Administration.* .01 Specific functions of the organizational components of the Maritime Administration are as follows:

1. The Office of the Maritime Administrator directs the activities of the Maritime Administration, including all such activities which are performed for the Federal Maritime Board. Within this office are personnel responsible for liaison and advisory services on maritime training, security and investigative services.

2. The Office of the General Counsel, under the general policy guidance of the General Counsel, Department of Commerce, serves as the law office of the Board and Administration; reviews, and gives legal clearance to, applications for subsidy and other Government aids to shipping, sales, mortgages, charters, and transfers of ships; prepares, and approves as to form and legality, contracts, agreements, performance bonds, deeds, leases, general orders, and related documents; renders legal opinions as to the interpretation of such documents and the statutes; prepares drafts of proposed legislation and Executive Orders, and legislative reports to Congressional committees and the Bureau of the Budget; negotiates and settles, or recommends settlement of, admiralty claims, just compensation claims, tort claims, and claims referred to the Office for litigation; assists the Department of Justice in the trial, appeal and settlement of litigation; represents the Board and Administration in public proceedings involving regulatory, subsidy, charter and related matters, before the Board and other administrative agencies of the Government, and in State and Federal courts; and handles court litigation in actions involving enforcement or defense of the jurisdiction, general orders, and regulations of the Board and Administration. The Office of the General Counsel has the following divisions: Division of Construction Contracts; Division of Operating and Mortgage-Insurance Contracts, Division of Legislation, Division of Litigation, and Division of Regulations;

3. The Office of the Comptroller renders financial advice and opinions; conducts internal audits of financial activities and records; performs accounting functions, including maintenance of general accounts and related fiscal records, preparation of financial statements and reports, issuance of invoices, audit and certification of vouchers for payment; prescribes a uniform system of accounts for subsidized operators, agents, charterers, and other contractors; performs required external audits of contractors' accounts to determine compliance with applicable laws, regulations and contract provisions concerning costs and profits; maintains control records of statutory and contractual reserve funds; administers the marine and marine war-risk insurance programs; takes necessary action to effect collection of amounts due; negotiates and settles, or recommends settlement of, marine and marine war-risk insurance claims, and general claims; analyzes financial statements and other data submitted by existing and prospective contractors to determine financial qualifications and limitations. The Office of the Comptroller has the following divisions: Division of Accounts, Division of Audits, Division of Insurance, and Division of Credits and Collections;

4. The Program Planning Office develops and recommends long-range merchant marine policies and programs; coordinates national defense planning activities; maintains liaison with the Department of State and international organizations on shipping matters; formulates and conducts programs for the development and promotion of ports and port facilities, and emergency planning for operation of United States seaports under mobilization conditions; and supervises training in maritime fields for grantees of the International Cooperation Administration and others;

5. The Public Information Office, subject to policy guidance and direction of the departmental Public Information Officer, issues or clears for issuance all information for the general public on shipping and on decisions and activities of the Board and Administration, and prepares periodic and special reports, as assigned;

6. The Statistics and Special Studies Office collects, maintains, and disseminates statistical data relating to cargoes carried in the domestic and foreign trades of the United States, composition and characteristics of the world's merchant fleets, seafaring, longshore and shipyard labor; conducts cargo data analyses reflecting competitive factors for use in calculation of operating-differential subsidy rates; conducts statistical and special studies on shipping;

7. The Budget Office formulates, recommends and interprets budgetary policies and programs; collaborates with operating officials in the development of work programs and fiscal plans; develops and presents budget requests and justifications, and apportionments; arranges for transfers of funds to and from other agencies; maintains budgetary control of funds available, including appropriations, limitations, apportionments, allotments and transfers of funds; conducts analyses of status of all budgetary availabilities, including obligations and expenditures; and reviews program performance in relation to agency's fiscal plans;

8. The Organization and Methods Office conducts studies of management practices, organization, functions, authorities, procedures, work methods, and automatic data processing equipment applications for the purpose of recommending measures for the improvement of operations; maintains a system for the preparation, control and issuance of the manual of orders and other directives; maintains programs for the control of forms, reporting requirements and committee activities; provides advice and assistance in the production of publications and procurement of printing services; coordinates the management improvement program; prepares all organization and functional charts and other graphic presentations relating to management activities; and prepares periodic activity reports to the Department of Commerce and to the Congress;

9. The Personnel Office plans and administers personnel activities relating to recruitment, placement, compensation, promotion, training, separation, performance evaluation, incentive awards, employee relations and services, employee utilization, National Defense Executive Reserve, position classification and wage rate compensation programs;

10. The Office of Ship Construction collects and analyzes data on relative costs of shipbuilding in the United States and foreign countries; calculates and recommends amount of construction-differential subsidy; develops preliminary designs establishing the basic characteristics of proposed ships, reviews and approves ship designs submitted by applicants for Government aid; recommends and, upon request, conducts research and development projects in ship design and construction; develops or approves contract plans and specifications for the construction, reconstruction, conversion, reconversion, reconditioning and betterment of ships; reviews, obtains approval and certifica-

tion of national defense features by the Department of the Navy; prepares cost estimates, invitations to bid, and recommendations for the award of ship construction-type contracts; inspects ships during the course of work to assure conformance with approved plans and specifications; upon the direction of the Maritime Administrator or upon request of the Office of Research and Development, provides technical services and advice in connection with the development of basic characteristics, preliminary design, and the review of contract plans and specifications of the hull and conventional machinery of experimental ships; conducts activities relating to the design and construction of developed ships, including developed nuclear ships; performs expediting and scheduling activities to insure satisfactory delivery of components and materials to shipyards; maintains current records of commercial shipyard ways in the United States and schedules of work progress on such ways; operates the Defense Materials system for ship construction; develops requirements for mobilization ship construction programs; makes recommendations for the allocation of ship construction contracts under Public Law 805, 84th Congress; and conducts trial, acceptance and guarantee surveys of ships. The Office of Ship Construction has the following divisions: Division of Ship Design, Division of Engineering, Division of Estimates, Division of Nuclear Activities, Division of Production, and contains the Trial and Guarantee Survey Boards;

11. The Office of Property and Supply is responsible for the procurement of supplies, materials, equipment and services; conducts domestic freight and passenger traffic activities, and settles loss or damage claims arising from shipments on Government bills of lading; conducts material control and disposal activities, ship and other inventories, sales of ships, and supervises compliance with ship sales agreements and mortgages; secures allocations of the production capacity of private plants for the manufacture of components and materials required in the event of mobilization; conducts facilities management activities, including acquisition, lease and disposal of marine terminals, warehouses, reserve shipyards, reserve training stations, and other real estate, settlement of claims, maintenance, custody and protection of real property and facilities; is responsible for maintenance and operation of warehouses; renders office services to all components of the agency, including communications, records management, library, duplicating, tabulating and property maintenance services; and issues merchant marine decorations and awards. The Office of Property and Supply has the following divisions: Division of Purchase and Sales, Division of Facilities Management, and Division of Office Services;

12. The Office of Ship Operations provides safety engineering services to all components of the agency; approves transfers of ships to foreign ownership, registry or flag; recommends rates for the transportation of Government-financed cargoes and for services of ships operated by, or for the Maritime Administration; determines program requirements for, and allocates Government-owned oceangoing merchant shipping; recommends the reactivation, purchase, chartering or requisition of merchant ships for Government use; directs the operation of Maritime Administration-owned or acquired merchant ships; is responsible for activities relating to the charter of such ships; recommends terms of and administers General Agency, Charter and Berth Agency agreements and contracts, and related orders; reviews and makes recommendations, from an operating standpoint, on applications for new ship construction; recommends and, upon request, conducts research and development projects in ship operation fields; develops plans for the manning of new or experimental type ships; directs the conduct of condition surveys of ships; recommends terms of, and administers contracts for ship repairs for the account of the Maritime Administration; and directs the maintenance of the national defense reserve fleets, including the ship preservation programs. The Office of Ship Operations has the following divisions: Division of Operating Agreements and Traffic, Division of Operations, Division of Ship Repair and Maintenance, and Division of Ship Custody;

13. The Office of Government Aid processes applicants for construction-differential and operating-differential subsidy, Federal Ship Mortgage insurance, trade-in allowances, and other forms of Government aid to shipping; conducts negotiations with applicants, obtains comments of other offices, and prepares reports and recommendations for the award of Government aid contracts; administers all forms of Government aid contracts after their execution; coordinates the work of other organizational components in connection with such contracts; administers Construction Reserve Funds; collaborates with the Office of the Comptroller in preparing recommendations relating to the administration of Special and Capital Reserve Funds of subsidized operators; collects, analyzes, and evaluates costs of operating ships under United States and foreign registry; calculates and recommends operating-differential subsidy rates; conducts studies to evaluate the efficiency and economy of operations of subsidized operators; analyzes and makes recommendations on the trade route structure and requirements of the oceanborne commerce of the United States; examines, approves or modifies sailing schedules of subsidized operators. Within this office are personnel responsible for the collection of maritime cost data and other technical maritime activities in foreign countries. The Office of Government Aid has the following divisions: Division of Subsidy Contracts Division of Mortgage-Insurance Contracts; Division of Operating Costs; and Division of Trade Routes;

14. The Office of Research and Development plans, initiates, and carries out research and development activities, including basic and applied research, as needed to assure that the United States merchant marine shall be composed of the best-equipped, safest and most suitable types of ships and capable of competing favorably with ships of other maritime nations; develops, recommends approval of, and directs all approved research and development projects in the maritime field, including cargo handling, ship design, marine transportation systems, advanced propulsion concepts and ship management, relying primarily on outside contractors for the conduct of advanced studies, engineering design, fabrication, construction and test operation of special components and systems, and prototype components, power plants, and ships; is responsible for planning and organizing all research and development projects, establishing fund requirements, maintaining control of allotted funds, negotiating and administering contracts, reviewing, analyzing and approving contractor performance, and performing expediting and scheduling activities to assure satisfactory delivery of services and materials; keeps abreast of research and development programs in maritime fields of other nations, Government agencies, and industry; participates with other Government agencies, such as Atomic Energy Commission, Office of Naval Research, etc., in the conduct of research and development of joint interest, including supervision and direction of all activities relating to the development, design, construction, and test operation of the first nuclear powered merchant ship, the "NS Savannah"; and collaborates with other Offices of the Maritime Administration to obtain optimum utilization of their knowledges and special skills in carrying out all of the above responsibilities. The Office of Research and Development has the following divisions: Division of Research Planning, Division of Development Projects, and Division of Technical Support.

15. The Offices of the Atlantic, Gulf and Pacific Coast Directors are responsible for all field offices and programs of the Maritime Administration within their respective coast areas, subject to national policies and program determinations, standard procedures, and technical direction of the appropriate office chief in Washington, D.C.; and

16. The United States Merchant Marine Academy, Kings Point, New York, develops and maintains programs for the training of American citizens to become officers in the United States merchant marine.

SEC. 8. Delegations of Authority to the Maritime Administrator. .01 Subject to such conditions and limitations as the Secretary of Commerce may impose, the Maritime Administrator is authorized to exercise the powers and authorities vested in the Secretary of Commerce by:

1. Reorganization Plan No. 21 of 1950 (other than the authority to establish general policies for the guidance of the Federal Maritime Board in exercising its functions under section 105 of said plan);

2. Executive Orders No. 10480 and No. 10219, as amended, and any present or subsequent delegations or implementing

orders under mobilization statutes, with respect to intercoastal, coastwise, and overseas shipping, including the use thereof; and

3. Any other existing or subsequent legislation and Executive Orders with respect to the promotion and maintenance of the American merchant marine.

.02 The authority granted by section 8.012 above shall not be deemed to include authority to grant exceptions from the provisions of Transportation Orders T–1 and T–2, as amended.

.03 Any condition or limitation which may be imposed by the Secretary of Commerce on the authority delegated in section 8.01 above and which requires public notice under the provisions of section 3(a) of the Administrative Procedure Act will be published in the FEDERAL REGISTER.

.04 The Maritime Administrator may redelegate the authority delegated herein, and prescribe necessary limitations, restrictions and conditions on the exercise of such authority.

.05 All actions heretofore taken by the Maritime Administrator in conformance with the provisions of this section are hereby confirmed and approved.

FREDERICK H. MUELLER,
Secretary of Commerce.

All statements affecting the Federal Maritime Board contained in the foregoing have been adopted by the Federal Maritime Board.

CLARENCE G. MORSE,
Chairman, Federal Maritime Board.

[F.R. Doc. 60–3996; Filed, May 3, 1960; 8:46 a.m.]

JEROME L. KLAFF

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the last six months.

A. Deletions: Rigdon Manor Corp.
B. Additions: Anaconda Copper Co., Bethlehem Steel Corp., Union Oil Co. of California.

This statement is made as of April 15, 1960.

JEROME L. KLAFF.

APRIL 27, 1960.

[F.R. Doc. 60–3999; Filed, May 3, 1960; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RP60–8]

PANHANDLE EASTERN PIPE LINE CO.

Order Suspending Proposed Revised Tariff Sheets and Providing for Hearing

APRIL 26, 1960.

Panhandle Eastern Pipe Line Company (Panhandle) on March 31, 1960, tendered for filing Fifth Revised Sheets Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 19, 20, 22, 23, 24, 29, and 31; Sixth Revised Sheet No. 27 and Ninth Revised Sheet No. 25 to its FPC Gas Tariff, Original Volume No. 1. The above-revised tariff sheets reflect an annual increase in Panhandle's rates of $7,117,000 or 6.1 percent over rates presently in effect subject to refund in Docket No. G–19780.

In support of its proposed increased rates, Panhandle states that the proposed annual increase is based on increased purchased gas costs, with adjustments for related severance beneficiary tax and hydrocarbon extraction credits, resulting from (1) higher rates to be paid by Panhandle to its affiliate and principal supplier, Trunkline Gas Company, (2) increased rates for present field purchases, and (3) change in purchase pattern.

The increased charges by Trunkline to Panhandle have been suspended in Docket No. RP60–6 until July 1, 1960, or until such time as they are made effective in the manner prescribed by the Natural Gas Act. Other issues, the use of commodity value in lieu of actual cost of produced gas and the proposed rate of return, raised by this filing have been previously raised in Docket Nos. G–2506, G–14755, and G–19780, Panhandle's prior rate increase filings.

Panhandle proposed an effective date for the proposed increased rate of May 1, 1960, or, alternatively, July 1, 1960, the date that Trunkline's proposed rate increase may be made effective subject to refund.

The proposed changes in rates, charges, classifications, or services, provided for in the tariff sheets tendered by Panhandle on March 31, 1960, have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest, and to aid in the enforcement of the provisions of the Natural Gas Act, that the Commission enter upon a hearing concerning the lawfulness of the rates, charges, classifications, and services contained in Panhandle's FPC Gas Tariff, Original Volume No. 1, as proposed to be amended by Fifth Revised Sheets Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 19, 20, 22, 23, 24, 29, and 31; Sixth Revised Sheet No. 27; and Ninth Revised Sheet No. 25, and that the above-designated tariff sheets and the rates proposed therein be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing will be held at a time and date to be fixed by notice from the Secretary of this Commission, concerning the lawfulness of the rates, charges, classifications and services contained in Panhandle's FPC Gas Tariff, Original Volume No. 1 as proposed to be amended by Fifth Revised Sheets Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 19, 20, 22, 23, 24, 29, and 31; Sixth Revised Sheet No. 27; and Ninth Revised Sheet No. 25.

(B) Pending such hearing, and decision thereon, the above-designated tariff sheets and the rates proposed therein be suspended and the use thereof deferred until July 1, 1960, and until such further time as they may be made effective in the manner prescribed by the Natural Gas Act.

(C) Interested State commissions may participate as provided by §§ 1.8 and 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)). Persons seeking to intervene must file their petitions to intervene within 45 days from the issuance of this order and pursuant to § 1.8 of the Commission's rules of practice and procedure (18 CFR 1.8).

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 60–3994; Filed, May 3, 1960; 8:46 a.m.]

[Docket No. G–17179 etc.]

ATLANTIC REFINING CO. ET AL.

Notice of Applications and Date of Hearing

APRIL 27, 1960.

In the matter of The Atlantic Refining Company, Docket No. G–17179; Pioneer Gathering System, Inc., Docket No. G–17192; Permian Basin Pipeline Company, Docket No. G–18320; Union Oil Company of California, Docket No. G–18348; Billy J. Stout, Docket No. G–18888; Mertzon Corporation, Docket No. G–19534.

Take notice that the above Applicants have filed applications pursuant to section 7 of the Natural Gas Act, for certificates of public convenience and necessity authorizing the sale of natural gas and the construction and operation of facilities for receiving and transporting natural gas in interstate commerce as hereinafter described subject to the jurisdiction of the Commission, all as more fully represented in the respective applications which are on file with the Commission and open to public inspection.

Pioneer Gathering System, Inc., (Pioneer) by its Application filed in Docket No. G–17192 seeks authority to construct and operate approximately 7.6 miles of 3½ inch O.D. lateral supply pipeline to extend from a point of connection with an existing 16-inch transmission pipeline of Permian Basin Pipeline Company (Permian) in Irion County, Texas, southeasterly to a meter station to be installed by Pioneer at the outlet of plant facilities located adjacent to the Mertzon Field in Irion County, in order to purchase and receive natural gas from The Atlantic Refining Company (Atlantic), Union Oil Company of California (Union), Billy J. Stout (Stout) and Mertzon Corporation for resale to Permian Basin Pipeline Company (Permian).

The estimated total initial cost of Pioneer's facilities is $71,300, which cost will be financed in the amount of $60,000

with short-term borrowing from its parent company, Pioneer Natural Gas Company, and the balance from cash on hand and from operations.

Permian in Docket No. G–18320 seeks authorization to construct and operate two meter stations on its existing certificated 16-inch pipeline in Irion County, Texas in order to receive natural gas from Pioneer, as more fully described in the application.

The applications of Atlantic, Union, Stout, and Mertzon seek authority to sell natural gas to Pioneer for resale to Permian from the Mertzon Field, Irion County, Texas.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on June 2, 1960 at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 13, 1960. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 60–4005; Filed, May 3, 1960; 8:47 a.m.]

[Docket No. RI60–282]

J. B. MITCHELL ET AL.

Order Providing for Hearing on and Suspension of Proposed Increased Rates

APRIL 27, 1960.

J. B. Mitchell, et al. (Mitchell), on March 28, 1960, tendered for filing two proposed changes to its presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The gas which is produced in Zim and Zim-Richaby Fields, Starr County, Texas, in Rail Road District No. 4, is sold to Tennessee Gas Transmission Company. The proposed changes, which constitute increased rates and charges, are contained in the following designated filings:

Description: Two Notices of Change, dated March 26, 1960.
Rate schedule designations: Supplements No. 6 to Mitchell's FPC Gas Rate Schedules Nos. 1 and 2.
Effective date: April 28, 1960.[1]
Rates in effect: 15.0952 cents per Mcf.[2]
Proposed increased rate: 17.24347 cents per Mcf.
Pressure base: 14.65 psia.

In support of the proposed favored-nation type rate increases, Mitchell cites the contractual provisions, states the higher prices are necessary to provide a fair and reasonable return, and tenders copies of letters from TGT establishing the higher price. In addition, Mitchell requests that certain cost data submitted with a petition to terminate the proceeding in Docket No. G–19877 be considered as support for the increased rates here proposed.

The rates and charges contained in Supplements No. 6 to Mitchell's FPC Gas Rate Schedules Nos. 1 and 2, may be unjust, unreasonable, unduly discriminatory or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates and charges contained in Supplements No. 6 to Mitchell's FPC Gas Rate Schedules Nos. 1 and 2, and that such supplements be suspended and the use thereof deferred as hereinafter provided.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR Ch. I) a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in Supplements No. 6 to Mitchell's FPC Gas Rate Schedules Nos. 1 and 2.

(B) Pending such hearing and decision thereon, Supplements Nos. 6 to Mitchell's FPC Gas Rate Schedules Nos. 1 and 2 are hereby suspended and the use thereof deferred until September 28, 1960, and thereafter until such further time as each is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before June 13, 1960.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 60–4006; Filed, May 3, 1960; 8:47 a.m.]

[1] The stated effective date is the first day following statutory notice.

[2] Both rate schedules subject to further orders of the Commission in the proceeding in Docket No. G–19877.

GENERAL SERVICES ADMINISTRATION

Public Buildings Service

[Wildlife Order 58]

MOUNTAIN MANEUVER AREA CARLISLE BARRACKS, PA. (D–PA–447)

Transfer of Property

Pursuant to the authority granted under Public Law 537, approved May 19, 1948, Eightieth Congress (16 U.S.C. 667c), notice is hereby given that:

1. By deed from the United States of America, dated November 8, 1957, the property known as Mountain Maneuver Area, Carlisle Barracks, Pennsylvania, and more particularly described in said deed has been transferred from the United States to the Commonwealth of Pennsylvania.

2. The above-described property was transferred to the Commonwealth of Pennsylvania for wildlife conservation purposes (other than migratory birds) in accordance with the provisions of said Public Law 537.

Dated: April 28, 1960.

KARL E. WALLACE,
Commissioner,
Public Buildings Service.

[F.R. Doc. 60–4003; Filed, May 3, 1960; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 29, 1960.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the General Rules of Practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 36204: *Fresh vegetables from and to points in the South.* Filed by O. W. South, Jr., Agent (No. A3941), for interested rail carriers. Rates on vegetables, fresh or green (not cold-packed, nor frozen), in straight or mixed carloads from specified points in southern territory, also Virginia to specified points in southern territory, also Ohio and Mississippi River crossings, and points in Virginia and West Virginia.

Grounds for relief: Rate relationship basis formula and grouping.

Tariff: Supplement 55 to Southern Freight Association tariff I.C.C. 1558.

FSA No. 36205: *Butadiene, returned, from points in official, southern, southwestern, and WTL territories to Louisiana and Texas.* Filed by Southwestern Freight Bureau, Agent (No. B–7777), for interested rail carriers. Rates on butadiene, in tank-car loads, returned to original point of shipment from points in official, southern, southwestern, and western trunk-line territories to points in Louisiana and Texas.

Grounds for relief: Carrier competition.

Tariff: Supplement 160 to Southwestern Freight Bureau tariff I.C.C. 4102 and 4 other schedules named in the application.

FSA No. 36206: *Sulphur from Louisiana and Texas to Virginia points.* Filed by Southwestern Freight Bureau, Agent (No. B–7782), for interested rail carriers. Rates on Sulphur and sulphur paste, in straight or mixed carloads, as described in the application from specified points in Louisiana and Texas to Bedford, Bentonville, Damascus, Front Royal and Winchester, Va.

Grounds for relief: Market competition.

Tariff: Supplement 146 to Southwestern Freight Bureau tariff I.C.C. 4177.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 60–4000; Filed, May 3, 1960; 8:46 a.m.]

[Notice 122]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

APRIL 29, 1960.

The following letter-notices of proposals to operate over deviation route for operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8) and notices thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1 (d)(4)).

Protest against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC–1968 (Deviation No. 1) BRASWELL FREIGHT LINES, INC., 301 Raynolds, El Paso, Tex., filed April 11, 1960. Attorney, M. Ward Bailey, 807 Continental Life Building, Fort Worth 2, Tex. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over a deviation route as follows: From Tulsa, Okla., over the Turner Turnpike to Oklahoma City, Okla., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Tulsa and Oklahoma City over U.S. Highway 66.

No. MC–2542 (Deviation No. 3) ADLEY EXPRESS COMPANY, 216 Crown Street, New Haven, Conn., filed April 8, 1960. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over a deviation route as follows: From the junction of U.S. Highways 301 and 1 north of Richmond, Va., over U.S. Highway 301 to junction U.S. Highway 50 and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent service route: From Suffolk, Va., over U.S. Highway 460 to Petersburg, Va., thence over U.S. Highway 1 via Richmond and Fredricksburg, Va., to Baltimore, Md. (also for operating convenience only from Suffolk over unnumbered highway to junction U.S. Highway 17, thence over U.S. Highway 17 to junction U.S. Highway 60, and thence over U.S. Highway 60 to Richmond, Va.; also for operating convenience only, from junction U.S. Highway 17 and 60 over U.S. Highway 17 to Fredricksburg, Va.); from Washington over U.S. Highway 50 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Maryland Highway 2, thence over Maryland Highway 2 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction unnumbered highway (formerly U.S. Highway 130), thence over unnumbered highway via Gibbstown, Paulsboro and Thorofare, N.J., to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1, and thence over U.S. Highway 1 to New York, and return over the same routes.

No. MC–2725 (Deviation No. 1) MURRAY'S FAST EXPRESS, INC., Post Office Box 329, Spring Valley, N.Y., filed April 8, 1960. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over a deviation route as follows: (A) From Spring Valley over the New York Thruway to Newburgh, N.Y.; (B) from Spring Valley over the New York Thruway to New York, N.Y., and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From New York across the Hudson River to Jersey City, N.J., thence over New Jersey Highway 3 to East Rutherford, N.J., thence over New Jersey Highway 2 to Hohokus, N.J., thence over Saddle River Road to Saddle River, N.J., thence over unnumbered highway to the New Jersey-New York State line, thence over New York Highway 305 to Spring Valley, N.Y., thence over New York Highway 59 to Suffern, N.Y., thence over New York Highway 17 to Middletown, N.Y., thence over New York Highway 84 to Montgomery, N.Y., thence over New York Highway 215 to junction New York Highway 208, and thence over New York Highway 208 to New Paltz, N.Y. (also from Spring Valley over New York Highway 59 to Nyack, N.Y., thence over U.S. Highway 299 to New Paltz; and return over the same route).

No. MC–13123 (Deviation No. 6) WILSON FREIGHT FORWARDING COMPANY, 3636 Follette Avenue, Cincinnati 23, Ohio, filed April 8, 1960. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over deviation routes as follows: (A) From Lexington, Ky., over U.S. Highway 27 to Cincinnati, Ohio; and (B) From Columbus, Ohio, over Interstate Highway 71 to junction Ohio Highway 18 near Medina, Ohio, and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent service routes: From Lexington over U.S. Highway 25 to Cincinnati; From Columbus over U.S. Highway 23 to junction U.S. Highway 42 at Delaware, Ohio, thence over U.S. Highway 42 and Ohio Highway 421 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction Interstate Highway 71, near Medina, Ohio, and return over the same routes.

No. MC–43654 (Deviation No. 2) DIXIE-OHIO EXPRESS, INC., 237 Fountain Street, Post Office Box 750, Akron 9, Ohio, filed April 12, 1960. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over deviation routes as follows: (A) From the junction of Interstate Highway No. 71 and Ohio Highway 18 over Interstate Highway 71 to U.S. Highway 224, thence over U.S. Highway 224 to junction of U.S. Highway 42 near Medina, Ohio; (B) from the junction of U.S. Highways 42 and 250 at Ashland, Ohio, over U.S. Highway 250 to junction Interstate Highway 71, thence over Interstate Highway 71 to junction U.S. Highway 95, thence over U.S. Highway 95 to Mount Gilead, Ohio, and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Akron, Ohio and Atlanta, Ga., over U.S. Highway 42.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 60–4001; Filed, May 3, 1960; 8:47 a.m.]

[Notice 321]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 29, 1960.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 730 (Sub No. 181), filed April 5, 1960. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid hydrogen*, in bulk, in shipper-owned trailers, from Painesville, Ohio, and West Palm Beach, Fla., to Nimbus and Azusa, Calif. *Empty shipper-owned trailers*, from Nimbus and Azusa, Calif., to West Palm Beach, Fla., and Painesville, Ohio.

NOTE: Common control may be involved.

HEARING: June 16, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 9895 (Sub No. 111), filed April 22, 1960. Applicant: DENVER CHICAGO TRANSPORT COMPANY, INC., East 45th Avenue at Jackson Street, Denver, Colo. Applicant's attorney: Alvin J. Meiklejohn, Jr., 526 Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, between points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska (except from Sidney and North Platte, Nebr.), North Dakota, South Dakota, the Upper Peninsula of Michigan, and Wisconsin.

HEARING: June 20, 1960, in Room 401 Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Maurice S. Bush.

No. MC 20793 (Sub No. 32), filed March 28, 1960. Applicant: WAGNER TRUCKING CO., INC., Jobstown, N.J. Applicant's representative: G. Donald Bullock, Apt. 10C, 211 East 51st Street, New York 22, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic paint*, in bulk, in tank vehicles, from Beverly, N.J., to Baltimore, Md.

HEARING: June 9, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 24136 (Sub-No. 8), filed April 21, 1960. Applicant: HARRISON-SHIELDS TRANSPORTATION LINES, INC., Penn and Dahlen Streets, Pittsburgh 6, Pa. Applicant's attorney: Jerome Solomon, 1325–27 Grant Building, Pittsburgh, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by mail order houses, the business of which is the sale of general commodities, from points in Allegheny County, Pa., to points in that part of Pennsylvania lying on and west of U.S. Highway 15 (from the New York-Pennsylvania State line to the Maryland-Pennsylvania State line), and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: June 6, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William E. Messer.

No. MC 25562 (Sub No. 23), filed April 6, 1960. Applicant: A. R. GUNDRY, INC., 85 Stanton Street, Rochester, N.Y. Applicant's attorney: Robert V. Gianniny, 25 Exchange Street, Rochester 14, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas* (propane), in pressurized tank vehicles, from Warren, Pa. to Clinton, Remsen and Lowville, N.Y., and *refused or rejected shipments* of the above-described commodity on return.

HEARING: June 13, 1960, at the Federal Building, Syracuse, N.Y., before Examiner Armin G. Clement.

No. MC 26013 (Sub No. 14), filed April 11, 1960. Applicant: H. LESTER HOCKMAN, doing business as HOCKMAN'S MOTOR EXPRESS, Terre Hill, Pa. Applicant's attorney: William J. Wilcox, 624 Commonwealth Building, Allentown, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dresses, underwear* and *sleepwear*, from Bart, Akron, and Hopeland, Pa., to New York, N.Y., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, also *thread, trimmings, cotton, rayon and silk piece goods and cut goods* and *rejected shipments* and *machinery, machine parts* and *supplies* used in the manufacture and processing of dresses, underwear and sleepwear on return.

NOTE: A proceeding has been instituted under section 212(c) to determine whether applicant's status is that of a common or contract carrier in No. MC 26013 (Sub No. 13).

HEARING: June 24, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 29510 (Sub No. 6), filed March 18, 1960. Applicant: EVANS TRANSPORTATION COMPANY, a corporation, Church and Melrose Streets, Philadelphia 24, Pa. Applicant's attorney: Morris J. Winokur, Market Street National Bank Building, Juniper and Market Streets, Philadelphia 7, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metals, copper shot*, and *waste commodities* which are to be used solely for extraction of scrap metals, between Philadelphia, Pa., and points in New Jersey and New York.

HEARING: June 14, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 31820 (Sub No. 28), filed March 29, 1960. Applicant: AUTOMOTIVE CONVEYING CO. OF NEW JERSEY, INC., Route 17, Mahwah, N.J. Applicant's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks*, and *automobile and truck bodies, cabs and chassis*, in secondary movements, in driveaway and truckaway service, from Mahwah, N.J., to points in Maine and New Hampshire.

HEARING: June 20, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 41404 (Sub No. 20), filed February 25, 1960. Applicant: ARGO COLLIER TRUCK LINES CORP., Martin, Tenn. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Minnesota, Missouri, Oklahoma, Ohio, Tennessee, Texas, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application on return.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 42487 (Sub No. 459), filed April 18, 1960. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Wyman C. Knapp, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phenol*, in bulk, in tank vehicles, from Richmond and Avon, Calif., to Luling and West Lake Charles, La., and Port Neches, Tex.

HEARING: June 16, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 43475 (Sub No. 45), filed March 31, 1960. Applicant: GLENDENNING MOTORWAYS, INC., 820 Hampden Avenue, St. Paul 14, Minn. Applicant's attorney: James L. Nelson, E–1510 First National Bank Building, St. Paul 1, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment other than those requiring special handling because of size or weight. Serving the site of the Big Bend Dam, located approximately fourteen (14) miles Northwest of

Fort Thompson, S. Dak., on the Missouri River, and construction installations within ten (10) miles of the Big Band Dam, as an off-route point in connection with applicant's authorized regular route operations to and from Fort Thompson, S. Dak.

HEARING: June 14, 1960, at the South Dakota Public Utilities Commission, Piette, South Dakota, before Joint Board No. 230, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 45386 (Sub No. 9), filed March 14, 1960. Applicant: BEE LINE TRUCK DISPATCH, a corporation, 744 Folger Street, Berkeley, Calif. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common or contract* carrier, by motor vehicle, over irregular routes, transporting: *Classes A, B and C explosives* and *oxidizing materials*, other than liquid, when intended to be used as an explosive agent, from Creed, Trevarno, and Oakland, Calif., and points within twenty (20) miles of Oakland, to points in Colorado.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 45386 (Sub No. 7) to determine whether applicant's status is that of a common or contract carrier.

HEARING: June 15, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 46280 (Sub No. 41), filed April 21, 1960. Applicant: DARLING FREIGHT, INC., 40000 Division Avenue South, Grand Rapids, Mich. Applicant's attorney: William B. Elmer, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between the plant site of Kelsey-Hayes Company located at the intersection of North Line Road and Huron River Drive, Romulus Township, Wayne County, Mich., on the one hand, and, on the other, Omaha, Nebr., Louisville, Ky., St. Louis, Mo., Evansville and Vincennes, Ind., and points in that part of Indiana on and north of U.S. Highway 40, points in that part of Illinois on and north of a line beginning at the Indiana-Illinois State line and extending along U.S. Highway 36 to Springfield, Ill., thence along Illinois Highway 125 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction Illinois Highway 103, thence along Illinois Highway 103 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Illinois-Missouri State line, points in that part of Iowa on and east of U.S. Highway 65, points in that part of Minnesota on, east and south of a line beginning at the Iowa-Minnesota State line and extending along U.S. Highway 65 to Minneapolis, Minn., thence along U.S. Highway 12 to the Minnesota-Wisconsin State line, points in that part of Wisconsin on and south of a line beginning at the Minnesota-Wisconsin State line and extending along U.S. Highway 12 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to Green Bay, Wis., thence along U.S. Highway 141 through Manitowoc, Wis., to the shore of Lake Michigan.

HEARING: June 20, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Charles J. Murphy.

No. MC 48479 (Sub No. 14), filed April 13, 1960. Applicant: FRIGIDWAYS, INC., 529 East Brooks Road, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to all points in the Continental United States except Alaska.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 50034 (Sub No. 27), filed April 8, 1960. Applicant: COURIER EXPRESS, INC., 115 Montgomery Street, P.O. Box 358, Logansport, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of the Romulus plant of Kelsey Hayes Company located in Romulus Township, Mich., approximately ¾ mile west of Waltz Road, as an off-route point in connection with applicant's authorized regular route operations.

HEARING: June 20, 1960, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 52657 (Sub No. 586), filed April 11, 1960. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicle bodies, hoists, including overhead winches*, and *parts* and *accessories* when accompanying the above commodities, from Streator, Ill., to points in Alabama, Alaska, Arizona, Colorado, Florida, Kansas, Louisiana, Maine, Mississippi, Montana, Nebraska (except Omaha), New Hampshire, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Utah, Vermont, and Wyoming.

NOTE: Any duplication with present authority should be eliminated.

HEARING: June 10, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Michael E. Driscoll.

No. MC 56082 (Sub No. 32), filed February 23, 1960. Applicant: DAVIS & RANDALL, INC., Chautauqua Road, P.O. Box 390, Fredonia, N.Y. Applicant's attorney: Albert J. Tener, Bank of Jamestown Building, Jamestown, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* and *advertising materials*, from Pittsburgh and Latrobe, Pa., to points in New York, and *empty malt beverage containers* and *empty bottles, cases, and kegs* on return movements.

NOTE: Applicant has authority under MC 56082 (Sub No. 13) to transport malt beverages from Pittsburgh, Pa., to Jamestown and Utica, N.Y., and empty malt beverage containers from Jamestown and Utica, N.Y., to Pittsburgh, Pa. Applicant states that in the event the instant application is ultimately granted, it will surrender such authority now contained in MC 56082 (Sub No. 13) as may constitute a duplication of authority.

HEARING: June 20, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 58152 (Sub No. 7), filed April 21, 1960. Applicant: OGDEN & MOFFETT COMPANY, 3565 24th Street, Fort Huron, Mich. Applicant's attorney: William B. Elmer, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, and excepted dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and commodities requiring special equipment, between the site of Kelsey-Hayes Company plant located at the intersection of North Line Road and Huron River Drive, Romulus Township, Wayne County, Mich., as an off-route point in connection with carrier's regular route operations to and from Detroit, Mich., and the commercial zone thereof.

HEARING: June 20, 1960, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner Charles J. Murphy.

No. MC 58637 (Sub No. 4) (Republication), filed March 25, 1960, published in the FEDERAL REGISTER issue of April 20, 1960. Applicant: TEEPLE TRUCK LINES, INC., 122 East Oak Street, Decatur, Ind. Applicant's attorney: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, serving the site of the B. F. Goodrich Tire Company located in Milan Township, Allen County, Ind., approximately 11 to 13 miles from the city limits of Fort Wayne, Ind., on U.S. Highway 24 between County Roads Webster and Garver, as an off-route point in connection with applicants authorized regular route operations to and from Fort Wayne, Ind.

NOTE: The purpose of this republication is to correct the spelling of applicant's name.

HEARING: Remains as assigned June 13, 1960, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 61403 (Sub No. 54), filed April 25, 1960. Applicant: THE MASON AND DIXON TANK LINES, INC., Wilcox Drive, Kingsport, Tenn. Applicant's attorney: S. S. Eisen, 140 Cedar Street,

New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, and *rejected shipments* thereof, between points in Kanawha and Putnam Counties, W. Va., on the one hand, and, on the other, points in Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont.

HEARING: June 9, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner John B. Mealy.

No. MC 61825 (Sub No. 20), filed April 22, 1960. Applicant: ROY STONE TRANSFER CORPORATION, Collinsville, Va. Applicant's attorney: Thaxton Richardson, Greensboro, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulating materials, mineral wool* (glass, rock or slag wool) from Leeds, Ala., to North Carolina and Virginia, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: June 6, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Jerry F. Laughlin.

No. MC 80428 (Sub No. 32), filed April 4, 1960. Applicant: McBRIDE TRANSPORTATION, INC., Main Street, Goshen, N.Y. Applicant's attorney: Martin Werner, 2 West Fourth Street, New York 36, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flavoring syrup*, in bulk, in tank vehicles, from Long Island City, N.Y., to Auburn, Maine.

HEARING: June 22, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 83217 (Sub No. 11), filed March 7, 1960. Applicant: DAKOTA EXPRESS, INC., P.O. Box 533, Wilson Terminal Building, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal food*, from Sioux Falls, S. Dak., to points in Nebraska and North Dakota.

HEARING: June 9, 1960, at the U.S. Court Rooms, Sioux Falls, S. Dak., before Joint Board No. 309, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 92983 (Sub No. 372), filed February 25, 1960. Applicant: ELDON MILLER, INC., 330 East Washington, Iowa City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* including liquified petroleum gases, in bulk, in tank vehicles, from West Memphis, Ark., to points in Arkansas within ten miles thereof, except the site of the pipeline terminal of the Oklahomas-Mississippi River Products, Inc., at or near West Memphis, Ark., to Alabama, Arkansas, Georgia, Illinois, Kentucky, Louisiana, Missouri, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia.

HEARING: June 13, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Henry A. Cockrum.

No. MC 95540 (Sub No. 325), filed March 23, 1960. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, Fresh*, from Gulfport, Miss. to all points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, The District of Columbia, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 95540 (Sub No. 326), filed March 28, 1960. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as defined by the Commission in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 272–273, from Walton, N.Y., to points in Florida and Georgia.

NOTE: Common control may be involved.

HEARING: June 21, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 95540 (Sub No. 328), filed March 31, 1960. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Little Rock, Ark., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia.

HEARING: June 10, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Henry A. Cockrum.

No. MC 95540 (Sub No. 329), filed April 4, 1960. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Boyertown, Pottstown, and Morgantown, Pa., to points in Virginia, West Virginia, Pennsylvania, Delaware, Maryland, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, and the District of Columbia.

HEARING: June 15, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 98404 (Sub No. 6), filed March 28, 1960. Applicant: JAMES C. COPE, doing business as COPE TRUCKING COMPANY, 35 Garfield Street, Asheville, N.C. Applicant's attorney: Francis W. McInerny, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment between Knoxville, Tenn., on the one hand, and, on the other, Canton, Waynesville, Sylva, Dillsboro, Cherokee, Bryson City, Franklin, Topton, Robbinsville, Andrews, Marble, Hayesville, and Murphy, N.C.

HEARING: June 28, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 8.

No. MC 103654 (Sub No. 53), filed April 18, 1960. Applicant: SCHIRMER TRANSPORTATION COMPANY, INC., 649 Pelham Boulevard, St. Paul, Minn. Applicant's attorney: Donald A. Morken, 1100 First National-Soo Line Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, and *rejected shipments* of the commodity specified, between points in Illinois, Iowa, Minnesota, Kansas, North Dakota, South Dakota, Nebraska, Upper Peninsula of Michigan, Wisconsin, and Missouri.

HEARING: June 20, 1960, in Room 401 Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Maurice S. Bush.

No. MC 106095 (Sub No. 6), filed February 16, 1960. Applicant: DAN'S MOTOR LINES, INC., P.O. Box 347, Fredonia, N.Y. Applicant's attorney: Donald E. Cross, Munsey Building, Washington 4, D.C. Authority sought to operate as a *contract or common carrier*, by motor vehicle, over irregular routes, transporting: *Canned, prepared or preserved foodstuffs*, except canned fruits and vegetables, from points in that part of New York bounded by a line beginning at Port Ontario, N.Y., and extending easterly along New York Highway 13 to Pulaski, N.Y., thence southerly along U.S. Highway 11 to La Fayette, N.Y., thence westerly along U.S. Highway 20 to junction U.S. Highway 62, thence southerly along U.S. Highway 62 to the New York-Pennsylvania State line, thence westerly and northerly along the New York-Pennsylvania State line to Lake Erie, thence along the shore of Lake Erie to the International Boundary line between the United States and Canada at Buffalo, N.Y., thence along such boundary line to Lake Ontario, and thence along the shore of Lake Ontario to Port Ontario, N.Y., including points

on the indicated portions of the highways specified, to Columbus, Ohio.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 106095 (Sub No. 4).

HEARING: June 22, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 107107 (Sub No. 145), filed March 29, 1960. Applicant: ALTERMAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 107515 (Sub No. 349), filed March 23, 1960. Applicant: REFIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Allan Watkins, 214 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss. to points in Tennessee, Missouri, Nebraska, Kansas, Minnesota, Georgia, Illinois, Alabama, and Michigan.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cochrum.

No. MC 109769 (Sub No. 12) (Amendment), filed February 9, 1960, published in the April 13, 1960 issue of the FEDERAL REGISTER. Applicant: NEW JERSEY TRUCKING CORPORATION, 148–152 First Street, Jersey City, N.J. Applicant's attorney: Harris J. Klein, 280 Broadway, New York 7, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Compressed Gases*, in multiple unit manifold tank trailers, and *Liquified Air-derived Gases*, in bulk, in shipper-owned trailers, from Jersey City, N.J., to Hartford County, Conn., and *empty multiple unit manifold tank trailers* and *empty shipper-owned trailers* on return.

NOTE: The purpose of this republication is to reflect that applicant seeks contract carrier authority, not common carrier authority as previously published in error under No. MC 119492.

HEARING: Remains as assigned June 9, 1960, at 346 Broadway, New York, N.Y. before Examiner Samuel Horwich.

No. MC 109821 (Sub No. 14), filed April 4, 1960. Applicant: H. W. TAYNTON COMPANY, INC., 40 Main Street, Wellsboro, Pa. Applicant's attorney: Robert DeKroyft, 233 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured glass products* and *commodities* and equipment used in the manufacture, sale and shipment of manufactured glass products, between Greencastle, Pa., and points in Massachusetts, New York, New Jersey, Pennsylvania, West Virginia, Ohio, Rhode Island, Connecticut, Indiana, Kentucky, Delaware, Maryland, and the District of Columbia.

HEARING: June 16, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 110117 (Sub No. 16), filed March 17, 1960. Applicant: KENDRICK CARTAGE CO., P.O. Box 63, Salem, Ill. Applicant's attorney: A. A. Marshall, 305 Buder Building, St. Louis, Mo. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Coal Tar and Coal Tar Products*, in bulk, in tank vehicles, from Terre Haute, Ind., to points in Illinois, Iowa, Kentucky, Michigan, Missouri, Ohio, Tennessee, and Wisconsin.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier. In No. MC 110117 (Sub No. 8).

HEARING: June 27, 1960, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 110525 (Sub-No. 414), filed April 22, 1960. Applicant: CHEMICAL TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum Lubricating oil* and *Petroleum Lubricating Grease*, in bulk, in tank vehicles, from Buffalo, N.Y., to points in Maryland, Ohio, Pennsylvania, and West Virginia, and *rejected shipments* on return.

NOTE: Common control may be involved.

HEARING: June 23, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 110733 (Sub No. 16), filed February 8, 1960. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural chemicals*, including *insecticides* and *weed killing compounds*, and *cleaning compounds*, from points in Washington County, Ala., including McIntosh, Ala., to points in Arkansas, Florida, Georgia, Louisiana, Mississippi, Tennessee, and Texas, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities on return movements.

NOTE: A proceeding has been instituted in No. MC 110733 (Sub No. 6) under section 212(c) to determine whether applicant's status is that of a common or contract carrier.

HEARING: June 9, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Henry A. Cockrum.

No. MC 110733 (Sub. No. 17), filed April 4, 1960. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, P.O. Box 10091, McKellar Station, Memphis, Tenn. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Jute cotton bale covering*, from points in Georgia, South Carolina, Gulfport, Miss., Mobile, Ala., and New Orleans, La., to points in Alabama, Arkansas, Louisiana, Mississippi, Missouri, and Tennessee; and (2) *Steel cotton bale ties*, from Birmingham, Ala., to points in Arkansas, Louisiana, Mississippi, Missouri, and Tennessee.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 110733 (Sub No. 6) to determine whether applicant's status is that of a common or contract carrier.

HEARING: June 9, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Henry A. Cockrum.

No. MC 111812 (Sub No. 97), filed March 10, 1960. Applicant: MIDWEST COAST TRANSPORT, INC., P.O. Box 747, Wilson Terminal Building, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horse meat*, from Jamestown, N. Dak., to points in Oregon and Washington.

HEARING: June 9, 1960, at the U.S. Court Rooms, Sioux Falls, S. Dak., before Examiner Leo M. Pellerzi.

No. MC 111812 (Sub No. 99), filed April 18, 1960. Applicant: MIDWEST COAST TRANSPORT, INC., P.O. Box 747, Wilson Terminal Building, Sioux Falls, S. Dak. Applicant's attorney: Donald Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *comon carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, other than in bulk, in tank vehicles, from points in Pennsylvania to points in Minnesota, Iowa, Nebraska, North Dakota, South Dakota, and Wisconsin.

NOTE: Applicant has authority under Certificate No. MC 111812 (Sub No. 48) covering Petroleum Products, as described in Appendix XIII to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in cans, from Emlenton and Farmers Valley, Pa., to points in Iowa, Minnesota, Nebraska, North Dakota, and South Dakota. Applicant states it will surrender that portion of Certificate No. MC 111812 (Sub No. 48) pertaining to Petroleum Products if the instant application is granted.

HEARING: June 9, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harold W. Angle.

No. MC 112617 (Sub No. 66), filed April 12, 1960. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 5135, Cherokee Station, Louisville, Ky. Applicant's attorney: Chester A. Zyblut,

Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles and *rejected shipments* of said commodities, between points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Upper Peninsula of Michigan, and Wisconsin.

HEARING: June 20, 1960, in Room 401 Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Maurice S. Bush.

No. MC 112713 (Sub No. 88), filed April 11, 1960. Applicant: YELLOW TRANSIT FREIGHT LINES, INC., 1626 Walnut Street, Kansas City 8, Mo. Applicant's attorney: John M. Records, 1626 Walnut Street, Kansas City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving the site of the B. F. Goodrich Tire Company plant, in Milan Township, Allen County, Ind., as an off-route point in connection with applicant's authorized operations from and to Fort Wayne, Ind.

HEARING: June 13, 1960, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 113267 (Sub No. 3), filed February 29, 1960. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris, Caseyville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to all points in the United States, except Alaska.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act, to determine whether applicant's status is that of a contract or common carrier in No. MC 50132 (Sub No. 38). Dual operations may be involved.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 115841 (Sub No. 68), filed March 9, 1960. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway, West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Bananas*, from Gulfport, Miss. to Lake Charles, La., Houston, Texas, and points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Tennessee, and Texas.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 115883 (Sub No. 6), filed April 4, 1960. Applicant: ROBERT A. WELSH, White Mills, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, (1) from Pompey Coal Co., Jessup, Lackawanna County, Pa. to Riverhead, Long Island, N.Y. (2) from Glen Lyon, Pa. to Huntington, Patchogue and Ronkonkoma, Suffolk County, N.Y.

HEARING: June 22, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 116077 (Sub No. 82), (AMENDMENT), filed February 29, 1960, published FEDERAL REGISTER, issue of April 27, 1960. Applicant: ROBERTSON TANK LINES, INC., P.O. Box 9218, 5700 Polk Avenue, Houston, Tex. Applicant's attorney: Thomas E. James, Brown Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids* and *chemicals*, not limited to Appendix XV of *Ex Parte No. MC-45*, 61 M.C.C. 209, et seq, nor *The Maxwell Company Extension-Addyston*, 63 M.C.C. 677, and *petroleum* and *petroleum products*, not limited to Appendix XIII of *Ex Parte No. MC-45*, 61 M.C.C. 209, in bulk, between points in Texas and Louisiana on and south of a line beginning at Laredo, Texas, extending North on U.S. Highway 81 to Austin, Texas, thence East along U.S. Highway 290 to Brenham, thence Northeast on Texas Highway 45 to Huntsville, thence East on U.S. Highway 190 to the Louisiana-Mississippi boundary, on the one hand, and, on the other, points in the States of Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming.

HEARING: Remains as assigned June 20, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex, before Examiner Frank R. Saltzman.

No. MC 116538 (Sub No. 2), filed April 11, 1960. Applicant: FRANCIS A. DUFLO, Croghan, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, P.O. Box 25, Webster, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, (1) from Bloomville, Boonville, Broadalbin, Buffalo, Cooperstown, Delhi, Frankfort, Hancock, Hannibal, Herkimer, North Creek, Potsdam, Prattsville, Red Creek, Rochester, Sharon Springs, Stamford, and Tupper Lake, N.Y., to Glastonbury, Ivoryton, and Shelton, Conn.; Portland, Maine; Baltimore, Frederick, and Hagerstown, Md.; Baldwinsville, Boston, Fitchburg, Gardner, Leominster, Pittsfield, and Winchendon, Mass.; Concord, N.H.; Boyerstown, Catawissa, Hellam, Herndon, Lewisburg, Philadelphia, and Williamsport, Pa.; Orleans, Vt.; and ports of entry on the International Boundary line between the United States and Canada in New York. (2) From Pittsfield, Mass.; Concord, N.H.; Roulette, Pa.; Hartland, Jeffersonville, Moretown, Orleans, and Rochester, Vt.; and points of entry on the International Boundary line between the United States and Canada in New York to Boonville, Buffalo, New York, and Tupper Lake, N.Y.

HEARING: June 13, 1960, at the Federal Building, Syracuse, N.Y., before Examiner Armin G. Clement.

No. MC 116544 (Sub No. 8), filed April 13, 1960. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Street, Carthage, Mo. Applicant's attorney: Robert R. Hendon, Investment Building, Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas and agricultural commodities and cocoanuts*, (1) From Mobile, Ala. and New Orleans, La. to points in Missouri, Kansas, Nebraska, Iowa, South Dakota, and Wyoming, except Coffeyville and Pittsburg, Kans., and Kansas City and Springfield, Mo. (2) From Gulfport, Miss. to points in Missouri, Kansas, Nebraska, Iowa, South Dakota, and Wyoming, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities on return.

NOTE: Applicant states insofar as the above commodity description covers "Cocoanuts" and "agricultural commodities" the only purpose is to obtain authority for the transportation of bananas and these exempt commodities on the same vehicle at the same time.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 117119 (Sub No. 4), filed September 17, 1959. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: A. Alvis Layne, Pennsylvania Building, Washington 4, D.C., and John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from St. James and Madelia, Minn. to points in Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, and Texas, and *empty containers or other such incidental facilities* used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in Arkansas, California, Colorado, Arizona, Nevada, New Mexico, Oregon, Washington, and Idaho.

HEARING: June 6, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James C. Cheseldine.

No. MC 117119 (Sub No. 5), filed September 18, 1959. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: A. Alvis Layne, Pennsylvania Building, Washington 4, D.C., and John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Fayetteville, Little Rock, Dardanelle, Fort Smith, Springdale, Clarksville, Johnson, Rogers, Van Buren, Bentonville, and Siloam Springs, Ark., and Carthage, Mo., to points in New York, Massachusetts, Pennsylvania, Maryland, Connecticut, and New Jersey, and *empty containers or other such incidental facilities* used in transporting the above-specified commodities, on return. Applicant is authorized to conduct operations in Arkansas, California, Colorado, Arizona, Nevada, New Mexico, Oregon, Washington, and Idaho.

HEARING: June 6, 1960, at the Offices of the Interstate Commerce Commission,

Washington, D.C., before Examiner James C. Cheseldine.

No. MC 117509 (Sub No. 5), filed March 22, 1960. Applicant: BEN R. SCHILLI, doing business as SCHILLI TRANSPORTATION, Box 79, Arnold, Mo. Authority sought to operate as a *Contract carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured fertilizers*, including *Ammonium Nitrate and Urea, Dry*, in bulk, and in containers, from Cairo and Mounds, Ill., to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee, and Wisconsin; and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified in this application on return.

HEARING: June 27, 1960, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 117592 (Sub No. 1), filed April 1, 1960. Applicant: GERALD L. KRAMER, Route No. 4, Quakertown, Pa. Applicant's attorney: William J. Wilcox, 624 Commonwealth Building, Allentown, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cinders*, from points in Northampton, Pa., to points in New Jersey and points in New York, Bronx, Kings, Queens, Richmond, Nassau, and Westchester Counties, N.Y.

HEARING: June 14, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 117686 (Sub No. 1), filed March 24, 1960. Applicant: RAYMOND C. HIRSCHBACH, doing business as HIRSCHBACH'S FRUITS AND VEGETABLES, 3324 Highway 75 N., Sioux City, Iowa. Applicant's attorney: J. Max Harding, IBM Building., 605 South 12th Street., P.O. Box 2041, Lincoln 8, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas* and *mixed loads of bananas, yams and cocoanuts*, (1) from Galveston and Brownsville, Texas, Gulfport, Miss., New Orleans, La., and Mobile, Ala., to points in North Dakota, (2) from Gulfport, Miss., to points in Iowa, Nebraska, and Minnesota and Sioux Falls, S. Dak., and Rock Island, Ill., and *exempt commodities* on return.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 117757 (Sub No. 2), filed April 22, 1960. Applicant: W. D. FRISBEE, doing business as FRISBEE MOTOR EXPRESS, Austell, Ga. Applicant's representative: R. J. Fehskens, 4142 Shawnee Lane, NE., Atlanta 19, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., and Miami, Fla., to Atlanta, Ga., and Central City, Ky.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 117872 (Sub No. 1), filed April 11, 1960. Applicant: WM. P. JOSEPH, ERNEST B. JOSEPH and BESSIE T. JOSEPH, doing business as A. JOSEPH AND COMPANY, 352 E. Woodrow Wilson Drive, Jackson, Miss. Applicant's attorney: Phineas Stevens, Suite 700 Petroleum Building, P.O. Box 141, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to all points in the United States except Alaska and Hawaii.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 117998 (Sub No. 2), filed March 21, 1960. Applicant: Ray Wilson, P.O. Box 115, Steele, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in the United States, including points in Alaska, and *exempt commodities* as defined by the Commission under section 203(b)(6), on return movements.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 118036 (Sub No. 1), filed April 4, 1960. Applicant: BILL DRAKE, doing business as DRAKE TRUCKING, 202 Chestnut Street, Terre Haute, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in Indiana and Illinois, and *damaged or rejected shipments* on return.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 118130 (Sub No. 1), filed March 21, 1960. Applicant: BENJAMIN M. HAMRICK, doing business as BEN HAMRICK, 1208 Jones, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, Continental Life Building, Fort Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas* in straight and mixed loads with *exempt agricultural commodities*, from Gulfport, Miss., and Mobile, Ala., to points in Arkansas, Texas, Oklahoma, Colorado, New Mexico, and Arizona, and *exempt commodities* and *rejected shipments*, on return.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 118222 (Sub No. 1), filed April 11, 1960. Applicant: SOUTHERN SHIPPERS, INC., P.O. Box 1542, Hattiesburg, Miss. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Ohio, Tennessee, Texas, Virginia, and West Virginia, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 118403 (Sub No. 2), filed April 22, 1960. Applicant: JAMES HOLLAND, doing business as CITY PRODUCE, 4012 Walnut Street, P.O. Box 494, Greenville, Tex. Applicant's attorney: Rollo E. Kidwell, 305 Empire Bank Building, Dallas 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to points in Texas and Oklahoma.

HEARING: June 22, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Henry A. Cockrum.

No. MC 119195 (Sub No. 2), filed March 11, 1960. Applicant: CHARLES S. REGERS AND EDNA REGERS, doing business as REGERS TRUCKING, Old Country Road, Monroe, N.Y. Applicant's attorney: William F. Leahey, 4 Liberty Street, Poughkeepsie, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail and chain grocery and food business houses, for the account of Grand Union Company, in straight or mixed shipments. (1) Between Hackensack, N.J., and Albany, Oneonta, N.Y., and Holyoke, Mass. (2) Between Albany, Eagle Mill, Ellenville, Lebanon Springs, Kingston, Middleton, and Newburgh, N.Y., and North Adams and Pittsfield, Mass.

HEARING: June 9, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

No. MC 119268 (Amended), filed October 22, 1959, published issue of FEDERAL REGISTER April 20, 1960. Applicant: OSBORN, INC., 124 Court Street, Gadsden, Ala. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bananas*, from points in Alabama, Louisiana, Florida, and Texas to points in Alabama, Georgia, Tennessee, Arizona, New Mexico, and California; (2) *Frozen fruits, frozen berries*, and *frozen vegetables*, between points in Arizona, California, Idaho, Oregon, and Utah, on the one hand, and, on the other, points in Alabama, Georgia, Florida, North Carolina, South Carolina, Kentucky, Tennessee, Arkansas, Louisiana, Texas, Oklahoma, Kansas, and Ohio; and (3) *Exempt commodities*, in vehicles used exclusively for that purpose, when vehicles are not used for transportation within scope of authority requested, from the above-specified destination points to the respective origin points.

HEARING: Remains as assigned June 23, 1960, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Allen W. Hagerty.

No. MC 119485, filed February 5, 1960. Applicant: HURDMAN BROS.

LIMITED, 182 Tremblay Road, Hurdman's Bridge, Ottawa, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, 1110–14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of size or weight, require the use of special equipment, and of *related machinery parts* and *related contractors' materials and supplies*, when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment, *including, but not limited to, industrial equipment, materials and supplies, heavy machinery, smoke stacks*, and *other similar commodities* requiring the use of loading and unloading devices, between ports of entry on the International Boundary line between the United States and Canada in Michigan, New York, Vermont, and points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, the District of Columbia, Pennsylvania, Virginia, West Virginia, Ohio, Kentucky, Indiana, Michigan, Illinois, Wisconsin, Missouri, and Minnesota. Applicant states the following Restriction: The transportation to be performed under the authority herein requested shall be restricted to the movement of property between points in the Dominion of Canada, on the one hand, and, on the other, points in the United States.

HEARING: June 15, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 119534, filed February 25, 1960. Applicant: THOMAS W. STALLEY, doing business as TOM STALLEY TRUCKING COMPANY, 825 East Sioux Street, Pierre, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Farm machinery implements*, set up, *livestock and poultry feeds*, in bags, and *petroleum products* in containers, from points in Minnesota, Nebraska, Iowa, Missouri and Kansas, to points in Perkins, Haakon, Hughes, Dewey, Ziebach, Stanley, and Sulley Counties, South Dakota, and *exempt commodities* under section 203(b)(6), on return.

HEARING: June 13, 1960, at the South Dakota Public Utilities Commission, Pierre, S. Dak., before Examiner Leo M. Pellerzi.

No. MC 119547, filed February 29, 1960. Applicant: EDGAR W. LONG, Route 4, Zanesville. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Clay products*, refractories and pottery, from Malvern, Massillon, Midvale, Mogadore, Parral, and Strasburg, Ohio, and Clearfield, Pa., to the United States-Canadian International Boundary at Niagara Falls, N.Y., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities on return.

HEARING: June 20, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 119553, filed April 1, 1960. Applicant: WILLIAM RISPO, c/o Tractor Rentals, P.O. Box 783, Delair, N.J. Applicant's representative: Jacob Polin, 426 Barclay Building, City Line at Belmont Avenue, Bala-Cynwyd, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated aluminum billets and extrusions*, from the site of the Corson Industries Plant at Delair, N.J., to points in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia; and *Scrap aluminum*, loose, from points in the above-described destination points to the site of the Corson Industries plant at Delair, N.J. RESTRICTION: The above-described operations are limited to a transportation service to be performed under a continuing contract or contracts with Corson Industries, Delair, N.J., and its affiliate, Aluminum Shapes, Inc., Delair, N.J.

HEARING: June 13, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 119580, filed March 11, 1960. Applicant: ELMER J. PATTERSON, doing business as PRODUCE TRANSPORT, 2209 Highway 9, Lakewood, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Weehawken, N.J., Baltimore, Md., and New York, N.Y., to Rochester, Jamestown, Buffalo, and Olean, N.Y., and *empty containers or other such incidental facilities* used in transporting the above-described commodity on return.

HEARING: June 21, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 119594, filed March 18, 1960. Applicant: MAC-TOR CORP., North Delsea Drive, Vineland, N.J. Applicant's attorney: Harry Adler, 80 West Broad Street, Bridgeton, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plate glass, window glass, building slabs, glass doors, laminated glass, bent glass*, framed and not framed, loose, packed in cartons, crates or packages and in sheets, between points in Ohio, Virginia, West Virginia, Delaware, Maryland, Pennyslvania, and New Jersey, and Philadelphia, Pa., including points in the Commercial Zone of Philadelphia, Pa.

HEARING: June 8, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 119609, filed March 23, 1960. Applicant: LEWIS S. HORST, doing business as HORST TRANSFER, 225 West Side Avenue, Hagerstown, Md. Applicant's attorney: Harry H. Frank, Commerce Building, P.O. Box 432, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass*, from Arnold and Jeannette, Pa., to points in Washington County, Md.; from Kingsport, Tenn., to points in Washington County, Md.; from Baltimore, Md., to points in Washington County, Md. *Aluminum residential, architectural and commercial windows*, from Louisville, Ky., to points in Washington County, Md. *Propane and other forms of liquefied petroleum gases*, in cylinders, from Hagerstown, Md., to Windber and Stoyestown, Pa., and *empty cylinders* used in transporting the above-described commodities on return.

HEARING: June 7, 1960, at the Pennsylvania Public Utility Commission, Harrisburg; Pa., before Examiner Edith H. Cockrill.

No. MC 119610, filed March 23, 1960. Applicant: JOHN TINNEY, doing business as JOHN TINNEY DELIVERY SERVICE, Southwest Corner Front and Vine Streets, Philadelphia 6, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper boxes*, set up from Philadelphia, Pa., to points in New Jersey, and *rejected shipments*, on return.

HEARING: June 9, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Edith H. Cockrill.

No. MC 119614, filed March 23, 1960. Applicant: W. G. McCARTY, 300 Locust Street, Trumann, Ark. Applicant's attorney: Glenn M. Elliott, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Sewing machine cabinets, table tops and matching stool and chairs*, from Trumann, Ark., to the warehouses of Singer Sewing Machine Company in Chamblee, Ga., Dallas, Tex., and Moberly, Mo., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, and *damaged or rejected shipments* thereof, on return.

HEARING: June 13, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Henry A. Cockrum.

No. MC 119616, filed March 25, 1960. Applicant: JOHN P. NASH, 2 Bellinger Street, Little Falls, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Storage tanks* for liquids, and *parts thereof* when moving on the same shipment, from Little Falls, N.Y., to points in Pennsylvania, Maryland, New Jersey, Massachusetts, Vermont, New Hampshire, Connecticut, Maine, Ohio, New York, Iowa, and Michigan and *rejected or damaged shipments* and with trade-in *storage tanks*, on return.

HEARING: June 9, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

No. MC 119620, filed April 13, 1960. Applicant: RALPH ROY, DEWEY WILFONG, FOREST G. WETZELL AND

BLAINE AND ERNEST NESTOR, a Partnership, doing business as WWRN CO., 7 North Main Street, Philippi, W. Va. Applicant's attorney: Paul B. Ware, Philippi, W. Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: (1) *Such commodities* as are dealt in, and sold by, retail and wholesale grocery stores, and (2) *fresh fruits and vegetables*, and *empty containers or other such incidental facilities* used in transporting the above-described commodities, between Belle Vernon, Pa., and specified points in West Virginia as follows: from the Fox Grocery Company warehouse, located approximately two (2) miles east of Belle Vernon, over unnumbered highway to junction Pennsylvania Highway 51, thence over Pennsylvania Highway 51 to Uniontown, Pa., thence over U.S. Highway 119 to the Pennsylvania-West Virginia State line, thence continuing over U.S. Highway 119 to Easton, W. Va. (near Morgantown, W. Va.), thence over unnumbered by-pass route around Morgantown, to Dellslow, W. Va., thence over West Virginia Highway 7 to junction West Virginia Highway 92, thence over West Virginia Highway 92 to Belington, W. Va., thence over U.S. Highway 250 to Elkins, W. Va., and thence over U.S. Highway 33 to Harmon, W. Va., and return over the same route; also, from said warehouse near Belle Vernon, over unnumbered highway to junction Pennsylvania Highway 51, thence over Pennsylvania Highway 51 to Uniontown, Pa., thence over U.S. Highway 119 to Easton, W. Va., thence over unnumbered bypass route around Morgantown to Dellslow, W. Va., thence over West Virginia Highway 7 to junction West Virginia Highway 92, thence over West Virginia Highway 92 to Nestorville, W. Va., thence over West Virginia Highway 38 to junction U.S. Highway 250, and thence over U.S. Highway 250 to Philippi, return over U.S. Highway 250 and West Virginia Highway 38 to Nestorville, thence over West Virginia Highway 38 to St. George, W. Va., and thence over West Virginia Highway 72 to Parsons, W. Va., and return over the same routes, serving the intermediate points of Philippi, Parsons, Elkins, and Harmon, W. Va.

NOTE: Applicant indicates that fresh fruits and vegetables will be picked up at Uniontown, Pa.

HEARING: June 2, 1960, at the City Council Chamber, City Hall, 501 Virginia Street East, Charleston, W. Va., before Examiner John L. York.

No. MC 119628, filed March 28, 1960. Applicant: GARMARC TRANSPORTATION CO., INC., 11 Independence Street, Rochester, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, P.O. Box 25, Webster, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat*, in mechanical temperature-control equipment with over-head meat "tram" rails and switches, between Rochester, N.Y., and points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, and Virginia.

HEARING: June 14, 1960, at the Manger Hotel, Rochester, N.Y., before Examiner Armin G. Clement.

No. MC 119651, filed April 6, 1960. Applicant: STATESIDE BAGGAGE TRANSFER, 62 Osborne Terrace, Newark, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bags, baggage*, and *personal effects* which have had a prior movement or will have a subsequent movement by carrier, between McGuire Air Force Base and Fort Dix, N.J., on the one hand, and, on the other, Philadelphia, Pa.

HEARING: June 23, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 119658, filed April 8, 1960. Applicant: ISLAND PIGEON TRAINING ASSOCIATION, INC., 73–15 Grand Avenue, Maspeth 78, N.Y. Applicant's representative: Charles H. Trayford, 155 East 40th Street, New York 16, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Pigeons*, between points in Queens County, N.Y., on the one hand, and, on the other, points in New Jersey.

HEARING: June 23, 1960, at 346 Broadway, New York, N.Y., before Examiner Edith H. Cockrill.

No. MC 119659, filed April 8, 1960. Applicant: ROBERT ALAN HOOD, doing business as HOOD TRANSPORT, 91 Drury Lane, Barrier, Ontario, Canada. Applicant's attorney: John B. Alan, Board of Trust Building, 11 Adelaide Street West, Toronto 1, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood flour* (ground saw-dust) from North Tonawanda, N.Y., to the International boundary between the United States and Canada located on the Niagara River, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: June 23, 1960, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Armin G. Clement.

No. MC 119661, filed April 11, 1960. Applicant: ARCTIC EXPRESS, INC., 2 Arctic Street, Worcester 8, Mass. Applicant's attorney: Arthur M. Marshall, 145 State Street, Springfield 3, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats, meat products, meat by-products* and *articles distributed by meat packing houses*, and *such commodities* as are used by meat packers in the conduct of their business when destined to and for use by meat packers, as described in Appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 MCC 209, 272–273, between points in Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Applicant states the proposed operations will be under continuing contract or contracts with Central Packing Co., Inc., Kansas City 18, Kans.; Chicago Dressed Beef Co., Inc.; Jacobson Enterprises; L. B. Darling Co., Inc., M. Jacobson Sons Co., Inc.; Western Pork Packers, Inc., and Worcester Cold Storage & Warehouse Co., all of Worcester 8, Mass.; Gold Medal Packing Co., Inc., Utica, N.Y.; and Western Pork Packers, Inc., Bronx, N.Y.

HEARING: June 8, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 119666, filed April 11, 1960. Applicant: BERNARD J. DEDERICK AND HELEN F. DEDERICK, doing business as DEDERICK'S WELDING & MACHINE SHOP, R.D. 3, Box 53, Saugerties, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked and disabled motor vehicles*, in truckaway service, requiring the use of wrecker equipment, between points in Vermont, Connecticut, Massachusetts, Rhode Island, New Jersey, and Pennsylvania, on the one hand, and, on the other, points in New York.

HEARING: June 10, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

No. MC 119667, filed April 11, 1960. Applicant: KEYCO SERVICES, INC., P.O. Box 9291, Arlington 9, Va. Applicant's attorney: Samuel W. Earnshaw, 983 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between points in Virginia.

NOTE: Common control may be involved.

HEARING: June 22, 1960, at the U.S. Court Rooms, Richmond, Va., before Joint Board No. 108.

No. MC 119677, filed April 18, 1960. Applicant: RAYMOND A. WILSEY, Star Route, Ravena, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, uncrated, consisting of doors, glass windows, shingles, roofing materials, dimensional lumber, other lumber, frame-work for building purposes made to order, and other similar articles used in constructing homes and buildings (requiring a 16-foot flat bed truck equipped with hoist, tarpaulins, chains, and binders), from Selkirk, Albany County, N.Y., to points in Litchfield and Fairfield Counties, Conn., points in Berkshire County, Mass., and those in Bennington and Windham Counties, Vt., and *rejected or damaged shipments* of the commodities specified in this application, on return.

HEARING: June 10, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

No. MC 119687, filed April 20, 1960. Applicant: CONSOLIDATED DRUG DELIVERY, INC., 89 North 11th Street, Brooklyn, N.Y. Applicant's attorney: Robert De Kroyft, Woolworth Building, 233 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Drugs* and *packages* weighing 100 pounds or less and having greatest dimension of 48 inches or less, (1) from Pearl River, N.Y., to New York, N.Y., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities on return; and (2) between New York, N.Y., on the one hand, and, on the other, New York, N.Y., and points in Westchester, Nassau, and Suffolk Counties, N.Y.

NOTE: In route (2) above, applicant proposes to transport empty containers or other such incidental facilities (not specified) used in transporting the commodities specified in this application, on return movements.

HEARING: June 3, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

MOTOR CARRIER OF PASSENGERS

No. MC 3647 (Sub No. 284), filed April 1, 1960. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a Corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling, Law Department (Same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *Passengers and their baggage*, and *express*, and *newspapers*, in the same vehicle with passengers, within Newark, N.J.: From Public Service Terminal on Park Place, Newark, N.J., over Park Place to junction Broad Street, thence over Broad Street to junction Clay Street and Broadway, thence return over Broad Street to junction Park Place, thence over Park Place to junction Centre Street, thence over Centre Street to junction Mulberry Street, thence over Mulberry Street to junction East Park Street, serving all intermediate points.

HEARING: July 11, 1960, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark, N.J., before Joint Board No. 119.

No. MC 3647 (Sub No. 285), filed April 4, 1960. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a Corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling, General Counsel, Public Service Coordinated Transport (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express* and *newspapers* in the same vehicles with passengers, within Raritan Township, N.J., as follows: (1) From Keyport over access roads to Interchange No. 117 of the Garden State Parkway and return over the same route. (2) From Keyport over Lloyd Road and access roads leading to Interchange No. 117 of the Garden State Parkway, thence over access roads to Garden State Parkway. Serving no intermediate points.

HEARING: July 12, 1960, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark, N.J., before Joint Board No. 119.

No. MC 3647 (Sub No. 288), filed April 11, 1960. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in special operations, in round trip sightseeing or pleasure tours, beginning and ending at Newark, Jersey City, Hackensack and Patterson, N.J., and extending to St. Ann's Shrine, Scranton, Pa.

HEARING: July 15, 1960, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark, N.J., before Joint Board No. 67.

No. MC 3647 (Sub No. 290), filed April 21, 1960. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express* and newspapers, in the same vehicle with passengers, between Millburn, N.J., and East Orange, N.J.; (1) Beginning at Wyoming Avenue and Glen Avenue, Millburn, N.J., over Wyoming Avenue to junction Chestnut Street, thence over Chestnut Street to junction Glen Avenue, thence over Glen Avenue to junction Ridgewood Road, thence over Ridgewood Road into Maplewood, N.J., thence continuing over Ridgewood Road to Lenox Place, thence over Lenox Place to junction Maplewood Avenue, thence over Maplewood Avenue to junction Baker Street, thence over Baker Street to junction Valley Street, thence over Valley Street to junction South Orange Avenue, South Orange, N.J., thence over South Orange Avenue into Newark, N.J., to junction South Clinton Street, East Orange, N.J., thence over South Clinton Street to junction Central Avenue, thence over Central Avenue to junction South Oraton Parkway (access road) thence over South Oraton Parkway (access road) to interchange No. 145A of the Garden State Parkway, thence through interchange to join route presently held by applicant on the Garden State Parkway, and return over the same route to junction Maplewood Avenue and Baker Street, Maplewood, thence over Baker Street to junction Ridgewood Road, thence over Ridgewood Road to junction Glen Avenue, thence over Glen Avenue to junction Wyoming Avenue, Millburn, N.J., serving all intermediate points. (2) From junction Ridgewood Road and Lenox Place, Maplewood, over Ridgewood Road to junction South Orange Avenue, thence over South Orange Avenue to junction Valley Street, South Orange, and return over the same routes, serving all intermediate points. (3) From junction Maplewood Avenue, and Baker Street, Maplewood, over Maplewood Avenue to junction Durand Road, thence over Durand Road to Ridgewood Road, and return over the same routes, serving all intermediate points. (4) From junction South Orange Avenue and South Clinton Street, Newark, over South Orange Avenue to junction South Munn Avenue, thence over South Munn Avenue to junction Central Avenue, East Orange, and return over the same routes, serving all intermediate points.

HEARING: July 18, 1960, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark, N.J., before Joint Board No. 119.

No. 85028 (Sub No. 3), filed March 10, 1960. Applicant: BERKSHIRE STREET RAILWAY COMPANY, a Corporation, 1277 East Street, Pittsfield, Mass. Applicant's attorney: John J. Graham, 122 Dowdoin Street, Boston 8, Mass. Authority sought to operate as a *common carrier* by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express*, *mail*, and *newspapers*, in the same vehicle with passengers, between Williamstown and Pittsfield, Mass., and New York, N.Y. (A) from Williamstown, at junction Massachusetts Highway 2 and U.S. Highway 7, over Massachusetts Highway 2 to North Adams, Mass., thence over Massachusetts Highway 8 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to Pittsfield, Mass., thence over combined U.S. Highways 20 and 7 to Lenox, Mass., thence over U.S. Highway 20 and U.S. Highway 20 By-Pass to Lee, Mass., and junction Massachusetts Highway 102, thence over Massachusetts Highway 102 to Stockbridge, Mass., thence over U.S. Highway 7 to Great Barrington, Mass., thence over Massachusetts Highway 23 via South Egremont, Mass., to the Massachusetts-New York State line, thence over New York Highway 23 via Hillsdale, N.Y., to Hudson, N.Y., thence continue over New York Highway 23 across the Hudson River to Catskill, N.Y., thence enter New York Thruway at Exit 21, thence continue over New York Thruway to Yonkers, N.Y., thence enter New York, N.Y., on Major Deegan Expressway to 155th Street, thence to Eighth Avenue and terminating at Port of New York Authority Bus Terminal at 625 Eighth Avenue, and return over the same route, serving the intermediate points of North Adams, Adams, Cheshire, Pittsfield, Lenox, Lee, Stockbridge, Great Barrington, and South Egremont, Mass., and Hillsdale, Hudson, and New York, N.Y. (Rest Stop at a Hot Shoppe on New York Thruway); and (B) from Williamstown over the above-described route to Great Barrington, Mass., thence over U.S. Highway 7 via Sheffield and Ashley Falls, Mass., Canaan, West Cornwall, Cornwall Bridge, Kent, Gaylordsville, New Milford, Brookfield, Danbury, Branchville, and Wilton to Norwalk, Conn., thence over the Connecticut Turnpike (Route 95) and continue over New York's New England Thruway to New Rochelle, N.Y., thence over Boston Road (U.S. Highway

1) and Fordham Road entering New York City to junction Fordham Road and Major Deegan Expressway, thence over Major Deegan Expressway to 155th Street, thence to Eighth Avenue and terminating at Port of New York Authority Bus Terminal at 625 Eighth Avenue, and return over the same route, serving the intermediate points of North Adams, Adams, Cheshire, Pittsfield, Lenox, Lee, Stockbridge, Great Barrington, Sheffield, and Ashley Falls, Mass., Canaan, West Cornwall, Cornwall Bridge, Kent, Gaylordsville, New Milford, Brookfield, Danbury, Branchville, Wilton, and Norwalk, Conn., New Rochelle (for passengers to points north of Norwalk, Conn.) and New York, N.Y.

NOTE: Applicant states that the instant application is for permission to operate over city streets of Williamstown, North Adams, Adams, Pittsfield, Lenox, Lee, and Great Barrington, Mass., Hudson, N.Y., and Canaan, Danbury, and Norwalk, Conn.

NOTE: Duplication with present authority to be eliminated.

HEARING: June 7, 1960, at the Federal Building, Albany, N.Y., before Joint Board No. 191, or, if the Joint Board waives its right to participate, before Examiner Armin G. Clement.

No. MC 116981 (Sub No. 1), filed March 11, 1960. Applicant: SARATOGA BUS SERVICE, INC., Excelsior Avenue, Saratoga Springs, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in round trip special sedan operations in non-scheduled service limited to 8 passengers and chauffeur per single vehicle, during the season extending from the 1st day of September to the 15th day of June, inclusive, between Saratoga Springs, N.Y., on the one hand, and, on the other, points in Massachusetts, Connecticut, Vermont, Rhode Island, New Hampshire, and New Jersey and Waterville, Maine, and Philadelphia, Pa.

HEARING: June 6, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 10928 (Sub No. 40), filed April 21, 1960. Applicant: SOUTHERN-PLAZA EXPRESS, INC., 2001 Irving Boulevard, P.O. Box 10,572, Dallas 7, Tex. Applicant's attorney: Rollo E. Kidwell, 305 Empire Building, Dallas 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Austin, Tex., and the plant site of Nike Launching Base approximately thirteen (13) miles southeast of Austin: from Austin over U.S. Highway 183 to its intersection with Farm Road 812, thence over Farm Road 812 and unnumbered roads to the site of Nike Launching Base approximately thirteen (13) miles southeast of Austin, and return over the same route, serving no intermediate points.

No. MC 26739 (Sub No. 24), filed April 25, 1960. Applicant: CROUCH BROS., INC., Transport Building, St. Joseph, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pepper in packages, in mixed shipments with salt*, not to exceed ten (10) percent of the total weight of each shipment, from Hutchinson and South Hutchinson, Kans., to St. Joseph, Mo.

No. MC 66562 (Sub No. 1667), filed April 25, 1960. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency, Inc. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route transporting: *General commodities, including Classes A and B explosives*, moving in express service, between Chicago, Ill., and Cincinnati, Ohio, from Chicago over Calumet Expressway to Hammond, Ind., thence over U.S. Highway 41 to junction U.S. Highway 52, thence over U.S. Highway 52 to Indianapolis, Ind., thence over U.S. Highway 421 to junction Indiana Highway 46, thence over Indiana Highway 46 to junction U.S. Highway 52, thence over U.S. Highway 52 to Kilby Road in Ohio, thence over Kilby Road to junction U.S. Highway 50, thence over U.S. Highway 50 to Cincinnati, and return over the same route, serving the intermediate and off-route points of Hammond, Fowler, Lafayette, Lebanon, Indianapolis, Shelbyville, Greensburg, Batesville, and West Harrison, Ind. The application indicates the service to be performed will be limited to that which is auxiliary to or supplemental of express service, and the shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt.

No. MC 107002 (Sub No. 153), filed April 15, 1960. Applicant: W. M. CHAMBERS TRUCK LINE, INC., 920 Louisiana Boulevard (P.O. Box 547), Kenner, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil*, in bulk, in tank vehicles, from Memphis, Tenn., to points in Tennessee on and west of U.S. Highway 231.

No. MC 107002 (Sub No. 154), filed April 15, 1960. Applicant: W. M. CHAMBERS TRUCK LINE, INC., 920 Louisiana Boulevard (P.O. Box 547), Kenner, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid glue*, in bulk, in tank vehicles, from Fox, Ala., to New Albany, Ind.

No. MC 107496 (Sub No. 161), filed April 26, 1960. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, P.O. Box 855, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions*, in bulk, in tank vehicles, from Havana, Ill., and points within 4 miles thereof, to points in Indiana, Iowa, Missouri, and Wisconsin.

No. MC 114106 (Sub No. 22), filed April 20, 1960. Applicant: MAYBELLE TRANSPORT COMPANY, a Corporation, P.O. Box 573, Lexington, N.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup* and *blends of corn syrup* and *liquid sugar*, in bulk, in tank vehicle from Augusta, Ga., to points in North Carolina and South Carolina, points in that part of Tennessee on and east of U.S. Highway 11–W from the Virginia State Line to and including Knoxville, Tenn., and on and east of U.S. Highway 11 from Knoxville to the Georgia State line, and points in that part of Virginia on and south of U.S. Highway 60.

NOTE: Applicant has contract carrier authority under MC No. 115176. Dual authority under section 210 may be involved. Applicant states no duplication of existing authority or tacking of authority is sought.

No. MC 114221 (Sub No. 2), filed April 21, 1960. Applicant: CLYDE WAINSCOTT and DONAL R. WAINSCOTT, doing business as CLYDE WAINSCOTT & SON, Route No. 1, Mexico, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer*, in bags and in bulk, from National Stock Yards, Illinois, to Centralia, Mo., and (2) *coal*, in bulk, from Millstadt, Ill., to Mexico, Mo.

No. MC 119696, filed April 22, 1960. Applicant: GENE MYERS AND COY LOCKE, doing business as MYERS AND LOCKE, Valley Road, Springfield, Mo. Applicant's attorney: Turner White, 500 Woodruff Building, Springfield, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products* and articles distributed by meat packing houses as described in Appendix 1 to the Report in descriptions in Motor Carriers Certificates 61 MCC 209, from Springfield, Mo., to New York, N.Y., Pittsburgh and Philadelphia, Pa., Chicago, Ill., and points in Florida and California.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PASSENGERS

No. MC 12729, filed March 28, 1960. Applicant: NEWBURGH TERMINAL CORPORATION, Short Line Building, Harriman, N.Y. Applicant's attorney: James F. X. O'Brien, 17 Academy Street, Newark 2, N.J. Authority sought to operate as a *BROKER (BMC 5)*, at Newburgh and Harriman, N.Y., in arranging for transportation in interstate or foreign commerce by motor vehicles of: *Passengers and their baggage*, beginning and ending at Newburgh and Harriman, N.Y., and extending to points in the United States.

NOTE: Applicant states that the members of its corporation also control, or are members or directors of, Hudson Transit Lines, Inc., No. MC 228, West Fordham Transportation Corp., No. MC 116921, and Limousine Rental Service, Inc., No. MC 115456.

HEARING: June 7, 1960, at the Federal Building, Albany, N.Y., before Examiner Armin G. Clement.

PETITIONS

No. MC 2567 (PETITION FOR WAIVER OF RULE 1.101(e) AND FOR LEAVE TO FILE PETITION SEEKING MODIFICATION OF THE AUTHORITY DESCRIBED IN CERTFICATE MC–2567), dated April 14, 1960. Petitioner: BELBEY TRANSFER COMPANY, A Corporation, Harrison, N.J. Petitioner's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. By Certificate dated February 26, 1954, petitioner is authorized to transport certain commodities, including those here at issue, namely, *machinery and machinery parts, heavy machinery, new,* and *used heavy machinery.* Authority for the transportation of the machinery above referred to was acquired by applicant pursuant to a transfer proceeding in docket No. MC–FC 56581 purchase of Certificate No. MC 20834. Petitioner requests waiver of the provisions of Rule 1.101(e) of the General Rules of Practice and modification of the commodity description reading: *"Such commodities as contractors' equipment, heavy and bulky articles, machinery and machinery parts, and articles requiring specialized handling or rigging."* Any person or persons desiring to oppose the relief sought, may, within 30 days after the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 34736, No. MC 34736 (Sub No. 1), No. MC 34736 (Sub No. 2), and No. MC 34736 (Sub No. 3), (PETITION), dated April 13, 1960. Petitioners: JOSEPH DIRAGO AND JAMES DIRAGO, doing business as DIRAGO BROTHERS, Milton, N.Y. Petitioners' attorney: John J. Brady, Jr., 75 State Street, Albany, N.Y. Certificates dated June 23, 1941, August 5, 1943, May 3, 1944, and November 8, 1945, respectively, authorized the transportation of: Fruits and agricultural commodities, and household goods, between Milton, N.Y., New York, N.Y., and points in the State of New York. Fruit juices, Insecticides and fungicides, and fruit processing equipment, from and to Milton, N.Y., and New York, N.Y., and Bound Brook N.J. Frozen and processed fruits, etc., from Milton, N.Y., to New York, N.Y.; fruit processing machinery, spray materials, and insecticides, frozen and processed fruits and fruit juices, and agricultural lime, from Milton, N.Y., to New York, N.Y. From points in New Jersey to Milton, N.Y., New York, N.Y., Philadelphia, Pa., Newark, N.J., and Boston and Ware, Mass., and from points in Massachusetts to Milton, N.Y. On February 28, 1957, and April 9, 1957, the Commission entered orders requiring petitioners to show cause why an order should not be entered directing them to comply with the requirements of Section 215 of the Interstate Commerce Act and file proper insurance. Petitioners failed to comply with the foregoing orders, and on May 28, 1957, an order was entered showing that compliance not having been made with the previous order, the authority would be revoked 45 days from May 28, 1957, unless prior thereto it was otherwise ordered. Compliance having not been made, the order of May 28, 1957, became effective, and the authorities in Certificates Nos. MC 34736, and Subs 1, 2, and 3 were revoked. By petition filed April 13, 1960, petitioners request that authority to conduct operations as described in the above-numbered Certificates be reinstated. Any person or persons desiring to oppose the relief sought may file within 30 days from the date of this publication in the FEDERAL REGISTER, an appropriate pleading.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 120356 (Sub No. 1), filed April 25, 1960. Applicant: SAN LEANDRO FREIGHT LINES, INC., 849 Peralta Avenue, San Leandro, Calif. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *General commodities, including Classes A and B explosives,* and *shipper-owned gas trailers loaded with compressed or liquefied gas* (other than liquefied petroleum gas), *or empty,* and excepting household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Richmond, Calif., and San Jose, Calif., serving all intermediate points, from Richmond over U.S. Highway 40 to Oakland, Calif., thence over California Highway 17 to San Jose, and return over the same route, and from Oakland over U.S. Highway 50 to junction California Highway 9, thence over California Highway 9 to junction California Highway 17, thence over California Highway 17 to San Jose, and return over the same route. (2) Between San Francisco, Calif., and San Jose, Calif., serving all intermediate points, from San Francisco over U.S. Highway 101 and U.S. Highway 101 By-pass to San Jose, and return over the same route. (3) Using the San Francisco Bay Bridge, San Mateo Bridge, Dunbarton Bridge, and appropriate access roads for operating convenience only, in connection with (1) and (2) above.

NOTE: Common control may be involved. This application is directly related to MC–F 7519 published in this issue.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and Certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC–F 7513. Authority sought for purchase by UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash., of the operating rights and property of UNITED FREIGHT LINES, INC., 2 Fifth Avenue, Havre, Mont., and for acquisition by JOHN MANLOWE, also of Spokane, of control of such rights and property through the purchase. Applicants' attorney: Randall Swanberg, 529 Ford Building, Great Falls, Mont. Operating rights sought to be transferred: *General commodities,* except liquid petroleum products, in bulk, in tank trucks, as a *common carrier* over regular routes, between Great Falls, Mont., and Havre, Mont., serving all intermediate and certain off-route points; *general commodities,* except those of unusual value, Class A and B explosives, livestock, commodities in bulk, and those requiring special equipment, between Havre, Mont., and Glasgow, Mont., serving all intermediate points, and the off-route points of Hays, Landusky and Zortman, Mont.; *general commodities,* except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Glasgow, Mont., and the United States Air Force Base, located approximately 19 miles north of Glasgow, Mont., serving no intermediate points; *general commodities,* except those of unusual value, Class A and B explosives, household goods as defined by the Commission, and commodities in bulk, over irregular routes, between Chester and Tiber, Mont., on the one hand, and, on the other, the Tiber Dam Project of the United States Bureau of Reclamation, located approximately 20 miles southwest of Chester, Mont.; operations under the Second Proviso of section 206(a)(1), Interstate Commerce Act, covering the transportation, over regular routes in the State of Montana, of *general commodities,* except crude oil, road oil, and petroleum products, in bulk, heavy oil field equipment and machinery requiring special equipment, and livestock, between Great Falls and Havre and between Cut Bank and Glasgow, serving all intermediate points and the off-route points of Hays, Landusky, and Zortman; *general commodities,* excluding those requiring special equipment, Class A and B explosives, livestock, commodities in bulk and household goods as defined by the Commission, between Great Falls and Missoula, serving the intermediate point of Lincoln; *general commodities,* exclusive of petroleum and petroleum products in bulk in tank trucks, explosives, sealed equipment and machinery requiring such equipment in handling, and livestock, between Great Falls and Shelby, serving no intermediate points; *general commodities,* excepting liquid petroleum products in tank trucks, between Cut Bank and Kalispell and intermediate points, prohibiting local service between Kalispell and Whitefish; *general commodities,* excluding those requiring special equipment, Class A and B explosives, livestock, commodities in bulk, and household goods as defined by the Commission, between Billings and Malta, serving no intermediate points. Vendee is authorized to operate as a *common carrier* in Washington, Oregon, Montana, and Idaho. Application has been filed for temporary authority under section 210a (b).

NOTE: An application will be filed at a later date as a matter directly related.

No. MC–F 7515. Authority sought for purchase by DORA E. WARD, ELMER R. WARD, AND LAVERNE W. WARD, doing business as J. W. WARD TRANSFER, 215 North 12th Street, Murphysboro, Ill., of the operating rights and property of RALPH McBRIDE, Junction 13 and 148, Marion, Ill. Applicant's attorney: Delmar O. Koebel, 406 Missouri Avenue, East St. Louis, Ill. Operating rights sought to be transferred: *General commodities,* excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes, between St. Louis, Mo., on the one hand, and, on the other, points in that part of Illinois south of U.S. Highway 50. RESTRICTION: No traffic transported under these operating rights shall be interchanged with McBRIDE'S EXPRESS, INC., operating under No. MC 112049 Sub 1. Vendee is authorized to operate as a *common carrier* in Illinois, Missouri and New York. Application has been filed for temporary authority under section 210a(b).

No. MC–F 7516. Authority sought for purchase by BULK CARRIERS LIMITED, Dixie Post Office, Toronto, Ontario, Canada, of the operating rights and property of SAMUEL L. GASCHO & SON, LIMITED, 2354 New Street, Burlington, Ontario, Canada, and for acquisition by CHARLES CROSSETT, also of Toronto, of control of such rights and property through the purchase. Applicants' attorney: Walter N. Bieneman, 2150 Guardian Building, Detroit 26, Mich. Operating rights sought to be transferred: *Cement* in bulk, as a *common carrier* over irregular routes, from ports of entry on the United States-Canada Boundary line, at Niagara Falls and Buffalo, N.Y., and at or near Alexandria Bay (Thousand Island Bridge), N.Y., to points in that part of New York west of Delaware, Otsego, Herkimer, and St. Lawrence Counties, N.Y.; *calcium chloride,* in bags, and in bulk, from Ludington and Midland, Mich., to the United States-Canada Boundary Line at port of entry at or near Port Huron, Mich.; *salt,* from the port of entry on the United States-Canada Boundary Line at or near Detroit, Mich., to points in Michigan (except those north of the Detroit, Mich., Commercial Zone, as defined by the Commission, located on U.S. Highway 25 and Michigan Highway 29 extending to and including Port Huron, Mich.). Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Connecticut, Maryland, Massachusetts, New Jersey, and Wisconsin. Application has not been filed for temporary authority under section 210a(b).

No. MC–F 7518. Authority sought for purchase by PLAINS MOTOR EXPRESS, INC., 120 West 17th Street, Kansas City 8, Mo., of the operating rights and property of C & G TRUCK LINE, INC., 1119 West 24th Street, Kansas City 8, Mo., and for acquisition by EARL E. JAMESON, JR., and ABBOTT J. SHER, both of Kansas City, of control of such rights and property through the purchase. Applicants' attorneys: Wentworth E. Griffin and Frank W. Taylor, Jr., both of Room 1010, 1012 Baltimore Avenue, Kansas City 5, Mo. Operating rights sought to be transferred: *General commodities,* excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Kansas City, Mo., and Topeka, Kans., serving all intermediate points, the intermediate or off-route point of the site of the Goodyear Plant (located approximately 1⅓ miles northwest of the city limits of Topeka on U.S. Highway 24 and truck route U.S. Highway 40) and all points in the Kansas City, Mo.-Kansas City, Kans., Commercial Zone, as defined by the Commission; *general commodities,* except Class A and B explosives, green hides, livestock, oil in bulk, sand, gravel, and crushed stone, between Kansas City, Kans., and North Kansas City, Mo., serving the intermediate point of Kansas City, Mo., restricted to traffic moving to or from Kansas City, Kans., or points beyond, and all other intermediate and off-route points in the Kansas City, Kans.-Kansas City, Mo., Commercial Zone, as defined by the Commission, unrestricted; *general commodities,* except those of unusual value, Class A and B explosives, and household goods as defined by the Commission, between Kansas City, Mo., and Hill City, Kans., between Concordia, Kans., and junction Kansas Highway 9 and U.S. Highway 24, and between Concordia, Kans., and junction U.S. Highways 81 and 24, serving certain intermediate and off-route points. Vendee holds no authority from this Commission. However, its controlling stockholders own all of the stock of EXHIBITORS FILM DELIVERY & SERVICE CO., INC., 120 West 17th Street, Kansas City 8, Mo., which is authorized to operate as a *common carrier* in Missouri, Nebraska, and Kansas. Application has been filed for temporary authority under section 210a(b).

No. MC–F 7519. Authority sought for control by NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver 23, Colo., of SAN LEANDRO FREIGHT LINES, 849 Peralta Avenue, San Leandro, Calif., and for acquisition by LAURENCE COHEN, also of Denver, of control of SAN LEANDRO FREIGHT LINES through the acquisition by NAVAJO FREIGHT LINES, INC. Applicant's attorneys: O. Russell Jones, P.O. Box 1437, Santa Fe, N. Mex., and Marvin Handler, 625 Market Street, San Francisco 5, Calif. Operating rights sought to be controlled: Operations under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act covering the transportation, over irregular routes, in the State of California, as a *common carrier,* of *general commodities,* between all points in the San Francisco East Bay Cartage Zone and between points in the San Francisco East Bay Cartage Zone, on the one hand, and, on the other, points on U.S. Highway No. 101 between Belmont and San Jose, both inclusive. SAN LEANDRO FREIGHT LINES may not transport any shipments of: (1) used household goods and personal effects not packed in accordance with the crated property requirements set forth in paragraph (d) of Item No. 10–C of Minimum Rate Tariff No. 4–A; (2) automobiles, trucks and buses, viz: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis, freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis; (3) livestock, viz: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags or swine; (4) commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment; (5) liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles. NAVAJO FREIGHT LINES, INC., is authorized to operate as a *common carrier* in New Mexico, California, Arizona, Texas, Colorado, Illinois, Missouri, Nebraska, Oklahoma, Nevada, Kansas, Indiana, and Iowa. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC 120356 Sub 1 is a matter directly related.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 60–4002; Filed, May 3, 1960; 8:47 a.m.]

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